

BRITAIN'S **BIGGEST SELLING** DIRT BIKE MAGAZINE

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# DIRTBIKE

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SUPERCROSS!  
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## REGULARS

### 010 NEWS

All the latest off-road news, Gordy and Swordy's columns, your chance to win some top swag and a bunch of other dirty bits and bobs delivered directly to your eyes

### 019 PRO PROBE

Tony Cairoli comes under some serious scrutiny in this month's Pro Probe!

### 021 MANO O MANO

Just who is more masculine – Red Bull Honda Racing's Ivan Tedesco or tenacious team-mate Andrew Short? Find out here!

### 023 BLARNEY

Stevie Mills' monthly round-up of all things motocross over on the Emerald Isle...

### 025 JONTY'S BOX

David Knight's plucky move from BMW to Team Green analysed in depth

### 027 RANT

A stunning selection of readers' letters

### 028 STUFF

A whole heap of awesome new dirt biking products that'll help make your life complete

### 058 BURNICLE'S BEAT

Burni takes a trip back through time to Ernee and the 1994 French 250cc MX GP

### 076 DBR STATESIDE

An exclusive Jake Weimer interview plus Max Anstie's monthly update, AMA race action and Steve Matthes' view on who's hot, who's not and what's what – eh buddy!

### 090 WALKER'S WORLD

Whack a Wacker wang in Wacker's wang whacking Wackerthon!

### 094 MIND GAMES

Are rituals and routines helpful or hogwash?

### 115 RAGE

Some top notch EYC and BYMX race action from Cusses Gorse in sunny Salisbury

### 120 MAC 211

A bored Billy Mac takes best buddy BC to T in the Park – well the car park at least – before knuckling down to some seriously hard work as his on-track comeback looms on the horizon...

## FEATURES

### 032 TOP GEAR

Ricky Carmichael and Ken Block make for some compulsive Sunday evening viewing on the world's greatest TV show – here's how it all went down if you missed out!

### 050 YOUTH ATTACK

Meet the Belgian young gun who's the top of every factory team's shopping list for 2010 – say bonjour to Clement Desalle

### 062 LIGHT BITES

Grumpy Godfrey Walker grabs a go on the new litter of howling Husqvarnas – they're 2010-tastic mate!

### 068 TOOLED-UP!

The 2010 Husaberg range of off-road racers ridden, ragged and rated

### 098 KINGS OF THE CASTLE

There's a double surprise in store for our roving reporter who takes in a twin-shock scramble and not only finds the scene alive and kicking but to be fantastic fun as well

## REPORTS

### 040 DIRT 3-2-1

Three days, two wheels, one passion and 10 blinking different types of rain! It's wet n' wild at FatCat but that doesn't stop over 500 riders from taking to the tracks at our deliciously dirty weekend...

### 100 RED BULL PRO NATIONALS

It's mixed-capacity motocross madness mate as Blighty's best bar-banging bikers converge on Canada Heights for an epic clash at the Red Bull Pro Nationals

### 102 WEC

Mexico might be better known as the home of the Baja 1000 off-road race but that might all change after the inaugural WEC visit that proves to be one of the most popular races of the year so far

### 104 BRIT MX

The Maxxis series keeps on trucking with rounds in Norfolk and Wiltshire

### 106 MXGP

It's a KTM clean sweep in Sweden as Nagl and Goncalves do the double





# CONTENTS

**COVER:** Jake Nicholls yanks the holey on his way to his first ever British championship moto – and overall – victory at Foxhill!  
© Suttty

**CONTENTS:** Taste the roost as the British championship MX2 brat pack leave Hawkstone Park's infamous startline...  
© Suttty



# COMMENT

**T**he older I get the faster I was! 'Pain is just weakness leaving the body!' 'If you can read this the b\*\*\*h fell off!' You can't beat a good t-shirt slogan – even if they tend to be a load of macho bullsh\*t designed to make the wearer feel as though he's packing a little more heat in the old frank n' beans department than he actually is.

I reckon the time is ripe to rework a few of these into something a little more accurate. 'The older I get the faster I wasn't!' 'Pain bloody well hurts!' 'If you can read this you're about to lap me!' There we go – three honest, non-macho slogans that pretty much perfectly sum up the Lawless riding experience.

I was joking with our US guy Steve Cox about nicknames (for obvious reasons he's one man with a quite a few unprintable ones) and for a laugh I signed off 'S-Law'. 'Sux' instantly fired back how 'slaw' was Yank-speak for coleslaw and how he felt it kinda suited me and how that's all he was going to call me from now on. Well, even though it's an unwritten law that you can't choose your own nickname (eh 'Hung' Sutt?) I'm officially updating mine to 'S-Low' or, more accurately, just 'slow'!

The reason? A Wednesday evening hare scramble at Abram, near Wigan. Organised by Justin Wilson's Ride-XC motley crew, it was a great event and I had a ton of fun on the WRF250 but the result was woeful. Embarrassingly woeful in fact. Fuelled up on ISO2 I lasted the distance but that was the only plus point.

I recently strapped my daughter Hazel into the car, chucked sweets, pop and High School Musical comics at her for four hours and motored down to Ipswich for the wedding of our long-time test rider Tony Marshall and the really rather ravishing Jenni who, it has to be said, is much better looking and much taller than Tone. It was a top 'do' attended by the great and the good of the off-road world and I'm sure DBR readers across the world would like to join with me and the team in wishing them both a long and happy life together.

Another match made in heaven appears – finally – to be Marvin Musquin and the Red Bull KTM factory team. As we all know, Marv sensationally switched to KTM colours after leaving his NGS Honda team amid rumour and counter rumour over wages or, rather, the lack of them. A French court ruling then appeared to put the kibosh on his change of allegiance, threatening hefty fines whenever he raced on anything other than a red machine for the rest of the year.

Happily, the matter has now been resolved but not before KTM virtually guaranteed he wasn't going to be racing a Honda in Sweden by putting a pair of bikes for him through technical control very first thing on the Friday morning. FIM rules would have stopped the NGS team following suit once the KTMs had been, er, technically controlled – leaving Marvellous Marv between a rock and a hard place. Race a KTM to defend his red plate and face a whopping 150,000 Euro fine or sit it out and hope his MX2 points lead wasn't horribly eroded. He chose the latter option.

KTM's motivation for apparently denying their (almost) new star signing his Honda swansong can only be guessed at – and luckily for Marv his nearest rival Gautier Paulin could only bring the deficit down to 13 points – but there's going to be some very red faces in Austria if he eventually loses the title to someone on a machine that isn't orange because he didn't score points in Sweden...

Finally this month, time to blow a bit of smoke up DBR's pert ass or – to be more accurate – the collective pert asses of the team behind our Dirt 3-2-1 three-dayer. The weather was shocking but there was a great turn-out and some great racing and I reckon we achieved our goal of introducing off-road sport to a wider audience. So good work pert-ass'd team and thanks to everyone who came along to watch or ride...

© Garth Milan/Red Bull Photo/ies



## NEWSHOUND!

A DEADLY DOSE OF DIRT-BIKING NEWS FROM THE DESK OF OUR DEPUTY ED AKA THE DAWGINATOR

**I**f you didn't visit **Dirt 3-2-1** last month I sure hope you were at Canada Heights for the Red Bull Pro Nationals instead as a fine selection of Britain's best motocross superstars did battle in this exciting new series under sunny skies while the rest of us got soaked to the skin at FatCat Motoparc in not so sunny Yaaarkshire. There's in-depth coverage of both events later on in the mag so check 'em out as you peruse the pages.

While **Dirt 3-2-1** is done and dusted until next year the RBPNs rock on with another round planned for Kent's premier hillside MX venue on August 15. As always there'll be a stack of on-track action in the mixed-capacity Pro 1 and Pro 2 classes and **Proppa.Com Van Slam** plus there'll be a little FMX fun too as the Red Bull ramp squad put on a dirt jumping demo. All-in-all it looks like a great day out for the family and with adult entrance prices pegged at just £10 you'd be a fool to miss out...

After more legal dramas it now looks as though MX2 world championship leader Marvin Musquin's future is definitely orange after an out-of-court settlement was reached that allows the super-skinny French ninny to totally turn his back on the NGS Honda squad and chase his dream of becoming world champion with the factory Red Bull KTM team. Musquin actually missed the Swedish GP all together but still leads the 250F title chase by 13 points ahead of compatriot Gautier Paulin.

By comparison it's all pretty much smooth running in MX1 for De Carli Yamaha's Tony Cairoli who has a whopping 53-point lead over Red Bull KTM's man on form Max Nagl with just the Belgian, Czech, Dutch and Brazilian GPs left to run. Expect at least the MX1 championship to be wrapped up before the final round...

One week after the success of the Michelin endurocross race that was held as part of the inaugural running of Dirt 3-2-1, the Geico AMA endurocross championships kicked off in Las Vegas' New Orleans Arena with a win for Polish KTM rider Taddy Blazusiak. The former world trials ace overcame a crash and the problems caused by a ripped off shift lever to beat defending champ Ricky Dietrich and former motocross star Mike

Brown across the line by a matter of inches.

You'll be able to witness similar endurocross madness on **October 31** in Sheffield's Hallam FM Arena where Future West will host the opening round of the FIM Indoor Enduro World Cup. David Knight's the first big name to sign up although with only five letters in both his fore and surname (give or take a letter) it's pretty much a given there'll be riders with bigger names entered pretty soon – the Scandinavians for instance. Whatever, tickets for this awesome event are available now by calling **0114 256 5656**.

Following on from his split with BMW the aforementioned Manx man-mountain has hooked up with the Paul Bird Motorsport/Kawasaki Superbike Racing Team to ride a KX450F in enduro trim for the rest of '09 and beyond.

One of the first outings for DK on his new ride was the Knighton two-day enduro – the second round of the Metzeler British championship. A tough event made even harder by the weather, it was Relentless Suzuki-mounted veteran Paul Edmondson who took the win over the weekend by winning nine out of the 12 special tests. Knighter finished second but managed to extend his points lead in the championships as the previous second-placed rider Si Wakely only managed a fourth place finish behind local lad Greg Evans.

Another event in Wales that rocked our world recently was the Big Air Jam held in Margam Park. Big winner on the night was Jamie Squibb who won both the Best Whip and Best Run awards while Broke FMX's John Pearson took the gold in Sick Trick with a backflip over the 75ft gap.

Speaking of Pearson, aka the 'Croston Nutter', he's hosting an evening of FMX action at **Preston Docks** MX circuit on **September 9** starting at **5:30pm** with a comp for amateur riders before the pro riders kick off their Air Warriors contest at **7pm**. Top riders scheduled to appear include Kris Brock, Squibb, Samson Eaton, Danny Veale and Dan Whitby.

Entrance to Air Warriors – aka Barm-Stormers aka Reach for the Pies – costs just eight quid with kids getting in for a fiver. As well as all the awesome







© J. Edmunds

FMX action JP's also lined up some live bands to play, sexy ladies to strut their stuff and a licensed bar to keep the party atmosphere going late into the night. For more details on this interesting event call John on **07990 748517**.

Before that though is the big daddy of all UK freestyle events and that's the Red Bull X-Fighters that lands in London's Battersea Power Station on **August 22**. With the world's best FMX riders battling it out for points in the last stop of the **X-Fighters** tour the action's gonna be hotter than a habanero enema. For more details on this event log on to **www.redbullxfighters.com** where details of how to buy tickets, rider line-ups and more can all be found.

If you're a bit of a web nerd you'll have seen that most of the manufacturers have now released details of their 2010 model ranges and KTM have even gone one step further and unleashed their weapons on the public. DBR got to briefly test the full range of Austrian missiles at FatCat Motoparc the day after **Dirt 3-2-1** and have to say we're pretty damn impressed with the 450 SX-F in particular standing out as a must-have weapon.

While all is quiet so far on the 450 front, Yamaha have gone all-out with their 2010 YZ250F to produce something that looks very striking with an all-new frame and plastics that come in white or blue. Although the Yamahauler remains without EFI all the other mods stack up to make it a very desirable race machine.

After launching a revamped CRF450 for 2009, next year's 250cc four-stroke Honda gets a similar treatment and now looks just like its big brother with EFI fitted as standard and the revolutionary twin tailpipe design done away with. Suzuki have also added EFI to their quarter-litre machine after running the system with great success on their open class weapon for a couple of years now.

In other new bike news have you heard about the

2010 race bike that weighs in some 3kgs lighter than the CRF450 and pumps out a colossal 67 BHP at the rear wheel as standard? If you haven't then head online to **www.maicointernational.com** to check out the all-new models from Bavaria's #2 bike builder.

Another European manufacturer with some impressive machinery is Gas Gas who have just released images of their 2010 enduro and cross country range. With an all-new Yamaha-powered 250cc four-stroke and a stack of two-smokers – that are simply dripping with quality products from FMF, Ohlins, Marzocchi and more – it seems like the Spanish seniors have really played a blinder. Check out the full range at **www.gasgasuk.com**

And finally congratulations to Ronnie Renner for setting a new world record for the highest quarterpipe jump on a motorcycle by hucking himself and his two-stroke KTM some 63 feet and five inches above the ground. Well done Ronnie!



Fast Eddy beats Knighter  
at the Knighton

© J. Edmunds



Taddy wins in Vegas, baby...



Catch Kris Brock in action  
at Air Warriors in Preston



## WHERE'S CYRIL?

FIND DESPRES AND WIN  
A SHARK SKIDDER

This month thanks to those gorgeous guys and gals (plus Steve Conway) at Nevis Marketing we've got yet another top-of-the-range Shark SXR Cyril Despres replica helmet worth a whopping **£229.99** up for grabs.

Regular readers should know the score by now but just to refresh your memories we've beheaded the frightening fast Frenchie and secretly secreted his severed swede elsewhere in the pages of this issue of DBR. Find it and you could win the helmet – simpler than your local village idiot, eh?

All you have to do is locate Cyril's napper and then text the word **DBRCYRIL** followed by a space, the page number, another space and then your name and postcode to **81800**. You'll receive a text back confirming your entry to this competition.\*

Entries close at noon on **September 10** with the first correct entry chosen at random getting the Shark skid lid in a size of their choice...

### Terms and conditions:

\*All replied messages cost £1 plus standard network charge. By supplying your telephone number you're happy to receive SMS/MMS messages from Johnston Press and its approved business partners. Johnston Press (or via its agents) and its business partners may contact you about new promotions, products and services. Please add the word **STOP** at the end of your message if you do not wish to receive these. For quality and training purposes we may monitor communications. SMS/MMS service is provided by g8wave London N7.

## GOLDENPAD

WIN A PAIR OF RENTHAL HANDLEBARS

Favoured by beer-swilling Bavarian bratwurst biters and WW1 flying aces, handlebar moustaches may be a great look to rock in a Bamberg biereker or the Biggin Hill officer's mess circa 1917 but they're hardly the cool kinda facial fuzz favoured by dashing young blade Max Nagl.

Hell no, he's got a nicely groomed goatee – but that doesn't mean he doesn't agree with handlebars of the kind made by Renthal and clamped to the front of his factory 450 Katoomer! And we can help you make like Max in our easy-to-enter competition.

Have a close look at our pic of this golden Renthal bar pad, then flick through this month's mag and find the full pic we've taken it from. Once you've found it simply text the word **DBRRENT** followed by a space, the page number it appears on, another space and then your name and postcode to **81800**. You'll receive a text back confirming your entry to this competition.\*

Entries close at noon on **September 10** with the first correct entry chosen at random getting a pair of Renthal handlebars of their choice...



Dave Thorpe celebrates his 1-1 at Farleigh's 1989 British 500 GP – 20 years later the man, the bike and the track are going to be reunited

## GO RETRO!

DT LEADS THE LEGENDS AT FARLEIGH...

Photo by Jack Burnicle

**W**hat better way to mark the 20th anniversary of Dave Thorpe's last 500cc world crown than with a two-day celebration of retro racing at the scene of perhaps DT's greatest ever race?

Sadly, we can't lay claim to the great idea. That stroke of genius lies with Dave King and his band of fanatical – rabid even – vintage motocross fans who are staging the 2009 Vets MXdN Nations Cup at Farleigh Castle on September 5/6.

The event will run along the same lines as the modern MXdN with each country fielding a three-man team. The only difference is that the entry list will include some genuine back-in-the-day MX legends such as '79 world 500cc champ Graham Noyce and Toon Karsmakers and they'll all be racing twin-shock machines.

There will also be classes for just about everything from pre '65s through to over 40s on modern machines plus camping, a beer tent and a Madness tribute band. And on top of that the great man himself will turn a few parade laps on his '89 title-winning 500cc HRC Honda alongside '81 world 250cc champ Neil Hudson and '86 world 250cc champ Jacky Vimond. You can almost smell the nostalgia – and the two-stroke fumes!







Steve Ireland – he won't be smiling on August 30



## GORDON CROCKARD

### TUNNEL VISION!

FORGET WHAT HAPPENED AT HAWKSTONE, THE CROCK STAR'S TOO BUSY FOCUSING ON THE FUTURE...

Words by Gordon Crockard Photo by Nick Moores

**O**key-dokey, here's a rundown on what I'm happy to share with you from my personal happenings over the last month... Bike racing is my priority for now and I have been focussed on that every week. Improvement is my goal and I am succeeding without question which inspires me greatly. To see and feel progress drives me to get out of bed in the morning to contribute more effort to getting better, going faster, being stronger.

I'm looking forward and have a vision of where I want to take myself to. Some people I meet want to talk all about what 'has' happened and are not interested in talking about 'is' happening or what 'will' happen. I know people are glad to see me race again and like to compliment me on my recovery but I can't help but want to dismiss these conversations when I see where they are going.

Imagine on race day when every other person I talk to refers back to the accident that nearly took my life. Not really positive, inspiring, motivating, pre-race pep talk convo is it? I'm immune to what people say to me anyhow as I have formed an ability to excuse others' words.

It's quite laughable really! Picture yourself on a celebration night out – New Year's Eve, your birthday etc – and think of the hype and excitement tied up in getting ready to go out with friends to have a few drinks and go a bit wild. Then someone begins to remind you of the worst hangover that you've ever had when you literally thought you were going to die and would never feel human again – when the words you were groaning between vomits were 'never again, never again!' The next thing is the taxi arrives and all of a sudden it's drink up, time to go out and get winged.

But luckily, like I said, I can handle race day no matter what anybody says to me. I don't need to hide in my van with ear muffs on to protect myself from negative energy. So at Lyng I had two 14th-placed results. That sucked and I was disappointed. At Foxhill I had a 12th and an eighth which was much better and I was much happier with my performance.

I've been racing at every opportunity and I've been winning some events in Ireland. The Carrick club run a Wednesday evening series and before Lyng I had two wins and a second at their second round. After Lyng I raced an Ulster championship on the Tuesday as it was a public holiday for the band parades. I had a second and a first to win the Tommy Stewart Memorial Trophy. I raced my old CR500 at Canada Heights in the two-stroke championship where I was running third and snapped the chain. Next race I was fourth. The following day I rode the 450 in the Red Bull Pro National. Rubbish starts ruled me out of any sort of honourable results but I did enjoy the event and look forward to the next one.

I stayed in England that week and did some setting up on the bike and have it going really good now. Foxhill was next and I really enjoyed the track, it was in the best shape I have ever rode it. I then came home to do the Carrick club Wednesday event and heavy rain made it different but it still was great craic and I had two wins and a second to Marty Barr.

I'm heading back over the Irish Sea to race at Leuchers up in North Scotland tomorrow. The miles I cover are pretty serious if you count up the travelling, bike racing mileage, training on the bicycle or running. It's unreal. My life consists of me transporting myself from A to B as fast as possible. Gate to flag being one of those A to B challenges.

I love it!



## IRONMAN IRELAND!

STEVE TAKES ON 24-HOUR CHARITY CHALLENGE

**W**irral Off-Road main man Steve Ireland is planning a marathon 24-hour solo assault on this year's D2D enduro in a bid to raise upwards of a grand for the Children's Adventure Farm Trust charity.

Steve will tackle the event on August 30 on a Kawasaki KLX450 despite ongoing back problems, his advancing years and a self-confessed lack of physical fitness to raise much-needed funds for the charity that works with disabled and disadvantaged children.

"I am so proud that I won the event in 2006 and when I saw that the organisers had now made a 24-hour challenge available the young, stupid side of me decided I was going to do that as well," explains Steve. "The fact I'm nearly 37 and unfit with a proven bad back were details my grey matter had dismissed."

"Obviously it's a massive challenge and the possibility of helping a great cause that is quite close to me will drive me on to complete the daunting task ahead. I'm having quite good treatment at the moment for my back and I'm getting fitter by the week by just doing little life changing things – better diet, not as much alcohol and more bike time!

"I will be ready for the challenge I promise as I really want to raise over £1000 or more for the CAFT."

Anyone wishing to sponsor Steve and help him towards his total should hook up to [www.justgiving.com/STEVE-IRELAND/](http://www.justgiving.com/STEVE-IRELAND/)

## CASSCHOOLS

PRINCE TURNS TEACHER

**C**AS Honda have announced training school dates during the summer period for both adults and juniors at different tracks around the UK. The ultra-experienced Neil Prince, who currently manages the CAS Honda world championship outfit, will be coaching at the schools which will cover all aspects of riding and racing for any ability of rider.

The training days will offer tailored advice on bike control and fitness as well as technical information on machine set-up with plenty of one-to-one teaching to help riders attain their goals and further their progress.

Prince, a former British champion and world championship rider, has been pivotal in leading CAS Honda to their undeniable success. In the team's 11-year existence CAS Honda have achieved no less than eight British MX1 championship titles, two British MX2 championships, four British SX titles and many GP moto wins.

The training days will be held on the following dates:

- August 12** – Thoresway, Caistor (adults)
- August 13** – Thoresway, Caistor (adults/junior expert)
- August 14** – Riverside MX, Dartford (adults)
- August 17** – Market Harborough MX (adults)
- August 18** – Riverside MX, Dartford (juniors)
- August 20** – Market Harborough (juniors)

These exclusive training dates are strictly limited and are available on a first-come, first-served basis priced at £80 per person per day. For more information please email [press@cashonda.com](mailto:press@cashonda.com) or to download an entry form visit [www.cashonda.com/training](http://www.cashonda.com/training)





## WIN! WIN! WIN!

2010 THOR CORE KIT MUST BE WON

**W**e've teamed up with **Race-World.com** to give **DBR** readers the chance to get their sticky mitts on a set of next season's super-stylish **Thor** kit as worn by bona fide MX gods including **Chad Reed**, **Christophe Pourcel**, **Josh Coppins** and **David Philippaerts**.

We've got jersey, jeans and gloves – in the lucky winner's colour of choice – up for grabs and all you need to do to be in with a shout of getting the gear is tell us which of the following GP teams races in **Thor** clothing...

**Is it:**

- A:** Red Bull KTM
- B:** Yamaha Monster Energy
- C:** CAS Honda
- D:** Teko Suzuki

Once you've decided on your answer hook up to **www.dirtbikerider.com** where you need to follow the competition link, type in your answer, fill out the fields and hit transmit. The comp closes at noon on **September 10** with the first correct entry chosen totally at random getting the jersey, jeans and gloves in the size and colour of their choice.

If you fancy getting Thor'd up but don't fancy your chances of winning our competition then all three **2010** ranges – that's Core, Flux and Phase – can be pre-ordered from **Race-World.com** now for free next-day delivery from **August 24** and all orders over **£100** will come complete with a free set of **Smith Evo** goggles worth **£30...**

**RACE-WORLD.com**

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# STEPHEN SWORD

## DIALLED IN!

WITH MAN AND MACHINE WORKING IN PERFECT HARMONY, SWORDY'S ALL READY TO RIP...

Words by **Stephen Sword** Photo by **Sutty**

**T**his month I've felt I've moved forward in my riding – maybe a bit late but I'm finally feeling comfortable on the bike. It started on a low with me having to miss Sweden because of the hand injury so I just focused on getting stronger for the next British at Lyng.

I decided to go to Holland to do more testing on the bike and we made a lot of changes and my confidence started to come back. I rode in the sand and felt fast and strong again. I went out before Lyng so when I got back I felt ready for the race.

On the Saturday we went to Tony Marshall's wedding – it was a really lovely day, Ayrton was on his best behaviour and I saw people I had not seen since my schoolboy days so it was great to catch up. We had to leave earlier than we would have liked as I had to get the camper parked up ready for Lyng. It was a great day for me and I won both races easy with two holeshots. I felt good and relaxed on the bike and it was the first time this year that I was happy with my riding. I came away from the meeting a different person mentally.

The following weekend I had a Red Bull Pro National at Canada Heights. We turned up on the Saturday night, parked the camper and then at 8pm all of a sudden the music started. I then realised that we were parked just feet away from the beer tent! Not the best when you have a tired Jodie and a baby! Needless to say when it was still going at midnight and the oven in the camper was vibrating neither of them were very happy. It stopped soon after that thank god!

Sunday I had a great first race holeshot and lead the whole moto but the second race was not so good as I crashed and struggled to start the bike. By the time I got it going I was a long way behind plus I was feeling not so good before the race. I was gutted as I wanted to get the overall.

I trained hard the week leading to Foxhill and again I was feeling happy with the bike set-up. I'd done a lot of publicity work leading up to my local race including radio interviews and some pictures at the track. The track is awesome – I would love for it to be a GP venue like it used to be. I had a great race there last year so was feeling strong for this year after my last races. It's just five minutes from my house so a lot of

family and friends were able to come and watch me race.

The Friday before Foxhill we went to Lisa and Jessica Church's joint birthday barbecue. It was a great evening as I got to catch up and have the craic – Josh, Ben Townley and Swanie were also there so it was great for us all to catch up outside of MX. Paula Church was hosting so there was loads of great food – as always! We took Ayrton with us as he is just a bit younger than Myla (Lisa and Josh's little girl) so it was great as there were a few babies there for him to stare and try to talk to!

I've taken the little man swimming already and he loves it. At the moment he is such a easy baby – as long as he is fed he is happy! When we go to the races all he seems to do is sleep when I am racing so he is definitely used to the bikes which makes Jodie's life easier as she can watch me race without the worry of him.

On the Saturday leading up to Foxhill some of my family came down to stay with us. It was really nice having them down. I went to walk the track and drop the camper off. It was good weather so I was hoping that it would stay that way for the Sunday. I got pole in timed practice and felt strong and was not on the limit. In the first race I was fourth around the first corner but within half-a-lap I got to first and just kept my head down and pulled away from the other riders to get a good lead and take the first race win.

I was so pleased that when the second race came I holeshot it! It was all going well and I had pulled a gap on everyone. But with half-a-lap to go a rock broke my chain and sprocket and the bike just stopped. I could not believe it. How crap is that? I was so annoyed but I suppose it was one of those things that happens once in a lifetime and the chances were so slim but, hey, that's racing I suppose. You win some and lose some and it's easier to accept when it's not anyone's fault. I am still leading the British by 44 points so I just need to stay focused for the next two British rounds as the title is what I want.

So as you all can see the month has been good, the bike is good, I feel strong and fit and I'm ready to for the GPs.

Braaaaaaap #7







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# TONY CAIROLI

pro probe

KEEN TO ANSWER YOUR QUESTIONS, MX1 RED PLATE HOLDER T-BONE TONY CAIROLI TAKES A BREAK FROM PIZZA MAKING AND RECEIVES A THOROUGH DBR PROBING.....

Words by JP O'Connell photo by yamaha-racing.com



**Q:** If you raced Valentino Rossi at supermoto who would win?

**Trevor Conroy, Winchester**

**A:** "I raced Valentino's bike a few times. I think we can both fight for the victory in supermoto – he is the best in the world in his sport. Last year I organised a race at my home track in Sicily with MotoGP riders Marco Melandri and Andrea Dovizioso riding motocross bikes. We had so much fun! I know Valentino likes to ride motocross as well and all three they are pretty good motocross riders."

**Q:** Italy seems to produce a lot of very fast motocross and road race riders, why do you think this is?

**Mark Riley, Belfast**

**A:** "I don't know. Maybe it's because we eat a lot of pasta!"

**Q:** You and Philippaerts seemed quite friendly at the start of the season, how is that relationship now?

**Christian Baker, Coventry**

**A:** "We both have the goal to bring home the world title to Italy so it is normal that we see each other as rivals on the track. Last year he was champion and this year we'll each fight until the end to win the title."

**Q:** Do you look at how well Pourcel is doing in the US and wish you had gone over to race the 250F?

**Jeff Hardwill, York**

**A:** "I watch him riding there and he is doing really good but I'm focused on my MX1 championship at the moment."

**Q:** You always looked totally comfortable and able to do what you liked on the 250 – have you had to change your style to suit the 450?

**Martin Burns, Telford**

**A:** "No, I didn't really change my style. In the beginning I was searching how to get my 250 style to the 450 because I liked the 250 bike so much and I could do everything with it. Getting on the 450 was so much different but I think I'm able to show my style on the 450 now."

**Q:** If you had 1000 Euros to bet on the MX1 champion for '09 who would your money be on?

**Paul Eakins, Glasgow**

**A:** "I have to say myself – if a rider doesn't answer his own name it means that he doesn't believe in himself 100 per cent. I worked so hard for this so I know it should be possible to fight for the title."

**Q:** Where does the number 222 come from?

**Janet Bryant, Swansea**

**A:** "My first bike had the 222 in the frame number."

**Q:** At the start of the season did you think there was any chance of you winning the championship at your first attempt?

**Gary Price, Glastonbury**

**A:** "In my first year in MX1 I was just going to try the best I can and the most important thing for me was getting to know the bike better and having fun. I didn't expect to be riding with the red plate so soon in the beginning of the season but I had fun riding and I saw that I was doing pretty well too. I'm looking forward to the last four races!"

**Q:** It's not very often that we see a Cairoli holed out. How much time do you spend practising your starts?

**Wayne Hart, Liverpool**

**A:** "Yes I practice starts but the problem is that I just need time to know my bike better – it's so difficult to compare to the 250. I just need time!"

**Q:** Do you prefer hardpack, dirt or sand and what is your favourite track?

**Shaun Butlin, Colchester**

**A:** "I don't like tracks that are really hard. My favourite track this year has been Kegums in Latvia!"

**Q:** Who do you think is the best motocross racer of all time?

**Richard Shackleton, Brighton**

**A:** "My favourite rider is Jeremy McGrath."

**Q:** Can you see yourself following Pourcel and leaving Europe for America one day?

**Glen Fursman, Bristol**

**A:** "I really don't know yet. I've so many offers from out of the USA but I like to ride the GPs in Europe. But never say never!"

**Q:** How have you relaxed during the GP break?

**Clive Burrows, Lincs**

**A:** "Last week I did go snorkelling near the little islands in front of the coast of Sicily – it was beautiful there!"

**Q:** With the des Nations being in Italy and you and Philippaerts riding so well how do you rate Italy's chances of a win?

**Mark House, Plymouth**

**A:** "The only thing I know is that we have a great team, with great riders, who are going to ride for the win. I was sad that I had to miss the MXdN last year in England so I'm looking forward to this year in Italy!"

**Q:** What's your favourite pizza topping?

**Len McReady, Dartford**

**A:** "My favourite pizza is tuna and onion. One time a week I make my own pizza and I think I'm a pretty good!"

**Q:** I think it's fair to say that you have ruffled a few feathers among some of the more established MX1 riders – do you worry about what other riders think of you?

**Tim Nash, Exmouth**

**A:** "I'm friends with everyone and almost all riders can separate very good friendships and racing. What happens on the track stays on the track."



## PRO PROBE

DAVID VUILLEMIN >>

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# RED RIDERS!

HONDA RED BULL RACING'S IVAN TEDESCO AND ANDREW SHORT GO CHEST-TO-CHEST IN OUR CHEESY MAN-TEST FEST!

Words by JP O'Connell

**F**or this month's dollop of man sauce JP rowed single-handedly across the Atlantic and then hitched his way across the US of A to sunny California (got to keep costs at a minimum) so he could hook up with Honda Red Bull Racing's Ivan Tedesco and Andrew Short...

**DBR:** Who would you like to play you in a film of your life?

**IT:** "Denzel Washington."

**AS:** "I would say Matthew McConaughey because he is kind of albino. But no-one has white eyebrows like me so I don't think anyone could duplicate me."

**DBR:** When did you last clean an air filter?

**IT:** "I'd say four years ago."

**AS:** "The last time I changed an air filter was about a month ago but I have not cleaned one since I have been at Honda."

**DBR:** Could you check your own valve clearances?

**IT:** "No way! What's valve clearance?"

**AS:** "This supercross season I had to change some motor parts and took the valve cover off but I never go any deeper than that."

**DBR:** Have you ever eaten anything that you've killed?

**IT:** "No, I have only gone hunting a couple of times and have never killed anything."

**AS:** "I went grouse hunting with my Grandpa and we had grouse soup."

**DBR:** How many bones have you broken?

**IT:** "About 20 – I've lost count..."

**AS:** "I have broken five bones. But, knock

on wood, I have been pretty healthy."

**DBR:** Can you eat spaghetti without a spoon?

**IT:** "Never tried to use a spoon to eat spaghetti!"

**AS:** "Of course!"

**DBR:** Something you eat that you know you shouldn't?

**IT:** "Quarter-pounder from McDonalds!"

**AS:** "I love chips and salsa – and chicken wings."

**DBR:** If you had to give up either eating meat, the internet or your mobile phone for the rest of your life which would it be?

**IT:** "The internet for sure! I'm not a big internet junky."

**AS:** "The internet."

**DBR:** Do you own a pair of slippers?

**IT:** "Definitely not."

**AS:** "No way!"

**DBR:** You're in second and on the leader's rear wheel – do you take him out on the last corner for the win?

**IT:** "What kind of question is that...of course I would!"

**AS:** "No, because I race everyone who I want to be raced. I would not want to be taken out like that but accidents do happen."

**DBR:** What is the highlight of your career so far?

**IT:** "Winning the 2005 125 outdoor championship."

**AS:** "Winning the East/West shootout for the first time. It was the first time I won anything on a pro level. There is no feeling like what I felt that night because it was such a surprise."

**DBR:** What car do you drive?

**IT:** "Ford F-150 truck."

**AS:** "Honda Ridgeline."

**DBR:** And if money were no object?

**IT:** "Ferrari F430."

**AS:** "Porsche 911."

**DBR:** Have you ever blamed a poor result on a non-existent mechanical issue?

**IT:** "No, I don't make excuses."

**AS:** "No but I would have liked to sometimes."

**DBR:** Have you ever been arrested?

**IT:** "No but I've been close a few times – never brought in though."

**AS:** "No, I have never even had a speeding ticket!"

**DBR:** If you could change anything about yourself what would it be?

**IT:** "I wish I could relax. I always have to be doing something."

**AS:** "Be more of a morning person."

**DBR:** If you could meet any person, past or present, who would it be?

**IT:** "Jesus."

**AS:** "Jesus."

**DBR:** If you were shipwrecked on an island what three things would you want to have with you?

**IT:** "iPod, pocket knife and lighter."

**AS:** "The Bible, a hammock and sunglasses."

**DBR:** What's your favourite film?

**IT:** "Napoleon Dynamite."

**AS:** "Tombstone."

**DBR:** Your favourite place on earth?

**IT:** "On the lake wakeboarding."

**AS:** "Colorado."

**DBR:** How many planets are there in our solar system?

**IT:** "Nine planets."

**AS:** "Nine, that's what Google says!"

**DBR:** Do you have any fears or phobias?

**IT:** "I hate spiders."

**AS:** "Snakes and Mike Alessi on my rear wheel because I never know what to expect."

**DBR:** What's your most prized possession?

**IT:** "My son Hunter – I'm not sure if he's considered a possession."

**AS:** "My daughter Emmal"

**DBR:** Have you ever been in a fight?

**IT:** "No, people know better than to mess with me!"

**AS:** "Not off the track, every time I line up on the gate it feels like a fight."

**DBR:** Which was the best race you've been in?

**IT:** "I had a really good battle with Stephane Roncada at Anaheim 3 in 2004. It went down to the wire."

**AS:** "Local races growing up in Colorado."

**DBR:** Is winning a race better than sex?

**IT:** "That's a tough one. I don't think I can even answer it."

**AS:** "I don't think so!"

**DBR:** How do you have your steak?

**IT:** "Medium-well."

**AS:** "Medium-rare."

**DBR:** Blonde or brunette?

**IT:** "Blonde."

**AS:** "Blonde."



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Stuart Edmonds could find himself on the Irish MXdN team

## HOME HEROES!

IRISH RIDERS ARE HITTING THE HEADLINES AT HOME AND ABROAD AND THERE'S EVEN ONE ON A GP PODIUM THIS MONTH...

Words by **Stevie Mills** Photo by **Sutty**

**W**hat a turnaround for the domestic championships! The stops were pulled out and all the clubs worked feverishly to put on fantastically well-run events on three former GP tracks.

And just to top off this month's achievements, an Irish motocross racer takes third place at the Swedish Grand Prix! Yes, that's right, Blarney calls it again! So congratulations to Natalie Kane (and MVR-D Suzuki) who claimed her first overall podium result at the recent Swedish GP. Two good starts, stellar riding and one hand on a world #4 plate!

Back to home turf and round five of the Irish championship was held at Fairyhouse on an immaculate track. Tommy Merton brought fight with him in the MX1 class and yet again showed that on his day he's still not to be counted out! Remarkably, less than a second separated Merton from Wayne Garrett after 27 minutes of racing as Stuart Edmonds recovered from a slow start to claim third at the flag.

Race two was all about Garrett who won by some 16 seconds from Gary Gibson. Edmonds picked himself off the ground on lap three and mounted a charge back from outside the top 10 to claim third. Is Stuart starting to feel the pressure of becoming the first Southern Centre Irish champ?

Round six was hosted by the Armagh & DMCC at Tandragee where the battle for MX1 supremacy continued between the main two championship protagonists although it was the Relentless Suzuki rider Martin Barr who took the overall win. Barr only blotted his copybook once all day – halfway into lap one of the opening moto he tried to make a pass on Garrett before hitting the eject button. Luckily enough he remounted with man and machine intact as Wayne rode a controlled moto to take a much deserved win as Martin snatched second from Edmonds on the final lap.

Barty didn't put a wheel wrong in the second moto with a gate-to-flag win as Edmonds was handed a few extra points with second as Wayne succumbed to both Merton and Gibson as his TSR KTM limped home in fifth sounding the worse for wear.

In the opening MX2 race the AJ Elite squad of Davy Gorman and Jason Garrett were prominently involved at the sharp end of the pack, mixing it up with eventual winner Tommy Merton until the adrenaline rush sapped their energy levels. Wayne Garrett – 11th at the end of lap one – had a tremendous ride through to claim second and Edmonds also scythed his way through

from mid-pack for a third place finish. Jason Garrett and Davy Gorman gave AJ Elite Bathroom KTM their best team finish so far with fourth and fifth.

High on adrenaline from his first race performance, Gorman nailed the holeshot and led the second moto for four laps before being passed by eventual race winner Edmonds. Davy has really come of age this season and he has the speed to run at the front, as he proved with a surprise win at the Cork City championship round earlier in the year. If Dave can build his stamina to the next level he could be a serious MX2 contender in 2010.

With Edmonds and TM taking another win it was Wayne Garrett who yet again made the job as hard as he could for himself, successfully salvaging second position from a disastrous start to the race. Merton also passed a fading Gorman, relegating Davy to fourth place on the last lap with Richard Bird bringing his Watt KTM home in fifth position.

One of the longest-running races in Ireland, the Tommy Stewart Memorial has been going since we used to scramble scramblers! And when all was said and done it was Gordon Crockard who etched his name on the famous trophy this time around – but things may have been different had Stuart Edmonds not crashed on lap one of the second moto.

Only five points separate the top three challengers in the Ulster MX2 category. Richard Bird, who has braved injury and mechanical gremlins over the past few meetings, is back on song and leads defending champion Wayne Garrett by a mere two points as Garrett finished well downfield after a crash in the first moto at Donemana. Stuart Edmonds took the overall honours on the day and positioned himself back into the title hunt with only two rounds remaining – it's going to be a nail-biting climax come September 12.

The spectacular and recently revamped Foxhill circuit was a welcome venue for a round of the British Maxxis championship where GC continued his return to fitness, posting 12-8 scores on the day, while Stuey Edmonds recorded personal best 9-11 finishes for 10th overall. And home fires were burning brightly in the MX2 division as Roger Magee's KTM UK team stole the show with Swordy and Jake Nicholls taking a win apiece with the on-form Jake getting his first British overall win.

The ulstermotocross.com forum is fast approaching meltdown on the subject of the Irish MXdN team. So, with this in mind, Blarney gives its views on who we

would pick and why for Team Ireland.

In years gone by Stephen Russell's job as team manager has been tough – sometimes because the call is so close between riders, while other years for one reason or another it's been hard to put together a competitive three-rider line-up.

It's no surprise that the Irish des Nations team has been built around Gordon Crockard for years. Simply put, GC has been the hub of the Irish team. If you are a regular Blarney reader you'll know I am an avid GC supporter – it's even rumoured I have a Gordy pillowcase to match my Crock Star PJs! And with three months to go it's still possible that GC will recover his fitness levels and put in a result at British championship level that will put his place on the team beyond question – until then, keep your options open...

Graeme Irwin deserves to be on the 250F. Running sixth in the Maxxis in his first full season, Graeme may have lost a little of his early season wow factor but he has raw talent that needs nurturing if he's to continue his journey to the top of his chosen career. He's certainly the best rookie we have. Then there's Martin Barr. I see Martin being a serious threat for the Maxxis MX1 title next season if he chooses to take that route.

Stuart Edmonds has done everything expected of him and then some this year! On both 250 and 450 machinery, the Dublin lad is leading both Irish championship classes and is a regular top 15 finisher in the Maxxis.

In an ideal world it would be GC leading the Irish team to victory at the des Nations in Italy this year but in reality that's not going to happen anytime soon. Gordy's speed and talent are not in question, just his fitness and stamina. As I said, we still have the luxury of time on our side and GC is racing pretty much every weekend so let's see...

Finally this month, the North Armagh MCC are celebrating their 50th anniversary this year and what better way than to run a star-studded 5x5 SX event – 25 riders qualifying through heats to make the final which will run for five separate five-lap sprints. Five riders will be dropped each time making for a climatic final race with the last five riders battling it out for £1,000 for first down to £50 for fifth. A guaranteed nuts on the line affair! With youth riders in support, trade stands and side shows, the event will be held on August 15 at Tandragee Motocross Park.

*Stevie*  
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DK's switch to a Kawasaki shocked the enduro world



## GOING GREEN!

AFTER A TURBULENT START TO THE SEASON DAVID KNIGHT'S TURNED GREEN AS THE REIGNING US GNCC CHAMPION SAYS GOODBYE BMW AND HELLO KAWASAKI

Words and photo by Jonty Edmunds

Sometimes in racing – just as in life – things don't work out. Despite the best intentions of all concerned things just don't go the way it was hoped they would. And that is exactly what happened to Britain's #1 off-road star David Knight. Joining the BMW Motorrad Motorsport team for '09 after many successful seasons with KTM, Knight entered his new union with good intentions and high hopes of continued success. Disappointingly, for all concerned, that failed to materialise...

When all is said and done, top-level motorsport – be it F1, WRC, MXGP, Moto GP or the WEC – is all about relationships. More precisely successful relationships. Promoters with event organisers. Teams with their sponsors. Media with the fans. And riders with their machinery. And when those relationships break down things can get difficult.

If organisers don't see eye-to-eye with a promoter they'll think better of running an event. If teams are unable to form commercially viable and mutually beneficial unions with sponsors they struggle to raise the funds to go racing. And if a rider arrives at the point where he sees no future continuing with his chosen bike – and team – well, where do you go from there?

More often than not a rider will accept things and stick it out until the end of any given year, no matter how disillusioned he may have become. With 'deals' hard to find mid-season staying put is often the lesser of two evils. If in the middle of a multi-year contract a rider might ask to be

released early in order to find a ride for the following season. But in David's case he walked away halfway through his first season with BMW. It's something that happens about as often as a full lunar eclipse. But it happened. DK, having struggled right from the start of the season, said auf wiedersehen to BMW no more than six months after joining them. It was a brave move but one he felt he had to do.

Trying something new, as David did in leaving KTM to join BMW, is never without risk. Leaving people and machinery you know well to start over elsewhere comes with no guarantees. Motorsport is full of examples of the best riders joining the best teams, only for both to produce less than perfect results. But it's also one of those things that some, as David did, feel they have to do.

Moving away from your comfort zone to pastures new is, among other things, a way of refreshing motivation. It's also simply a case of doing what you feel is right. Let us not forget that all professional sportsmen and women only get one go at their careers. And they have no crystal ball.

But as we now know things didn't work out for David. He didn't gel with the bike and to cut a long story short saw no future staying with the team. And what's followed has continued to surprise – even shock – some people. Released from his BMW contract as the WEC moved past its midway point, David wasted no time in planning his return to competition. He went out

and brought a Kawasaki – he'd tried one, liked it and having never owned or raced a green machine thought 'why not?' – and quickly set his sights on his return to competition.

Equally as surprising as DK's choice of new machinery was the fact that there seemed to be no, or certainly not too much, bad feeling between David and BMW. With most high-profile relationships ending with all concerned accusing and counter accusing one another of this, that and the other, with David and BMW there was nothing. It was a clean, professional and 'all the best with the future' break-up – a credit to both parties.

So David is now a Kawasaki rider or, to be precise, a Paul Bird Motorsport Kawasaki Superbike Racing Team rider. After a spectacular winning debut ride on his Kawasaki at the Snow Shoe GNCC in the US, David finalised a deal with KSRT to complete the rest of the year on green. When '09 does finally come to a close it will have been one hell of a year for David.

Next up is arguably his biggest challenge – that of returning to the WEC. By the time the GP of Greece rolls around at the end of August David will be well rested and well on his way to having dialled his KX450F into enduro trim. With the first half of this year massively mentally draining for David he's now able to get back to enjoying himself. Of course he won't be happy – not really happy – unless he's performing like he knows he can but to be back enjoying his racing is a start. The rest will soon follow...



# EXC SIX DAYS – HARD AS NAILS

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## TRIPLE JUMPER!

I've been riding for some time but only started racing last year. I'm up to speed on the ground but I'm losing out on the jumps and I know to become faster I have to start jumping a lot further and be more confident.

My favourite track is Cusses Gorse and as you may know there are a lot of jumps there. I'd been psyching myself up for weeks to do this triple down in the middle of the track and decided today was the day. In the first session I came up to it fast then backed off but at the last minute thought I'd go for it and accelerated off the top. Let's just say I didn't quite make it...

The second session came around and I thought to myself what have I got to lose and just went for it. That was easy – what was I so worried about? Ryan Villopoto watch out!

Harry, via email

*Good work Harry! Even the top pros have to psyche themselves up for some jumps sometimes so everyone needs guts to take the odd leap of faith. Best of luck with your racing...*

## TOMMY GUN 2?

I've recently started racing with the Orkney MX club. I only started at the beginning of the season with a Husqvarna 50 which was no good because I was racing against 65cc bikes and after a couple of meetings I realised that the bike was not tough enough for most of the track.

Now I have a new bike – a Honda CR80 – and I'm getting a lot better places in my races. DBR encourages me to race motocross and I love your magazine.

Tommy, Orkney

*Hi Tommy. Thanks for your email young fella and we're glad to hear we're helping to inspire you to bigger and better things. Keep it pinned!*

## CRAZY TALK!

I just want say cheers to Geoff Walker for helping me solve a problem with my bike – unfortunately it's gone tits up again...

I've got to the stage that my bike has spent more time in the garage than on the track. I've owned it for just over two years and managed to do is about 10 hours riding with the rest of my time pumping money into it to get it repaired.

I got the woman in doors moaning 'all you do is work and spend money on the bloody thing so get rid of it' but the more she moans the more I'm determined not to throw in the towel!

Crazy Jock, Norfolk

*Crazy by name, crazy by nature! If you've only managed 10 hours of riding in two years you need to get shut of it and find something a little more reliable instead. Think about it – a bike that works and a happy missus. Gold!*

## 3-2-1 LIFT OFF!

Thought I'd actually take the time to turn on my PC and send you lot an email congratulating you on the awesome event that was Dirt 3-2-1 – well done DBR (and T+MX and FatCats), it was brilliant.

I really wanted to ride but unfortunately my bike was and still is in bits in my garage waiting for more new parts than I can afford right now but as it was such a cheap event to attend me and my brother stuck a tent in the boot of my P-reg Golf and motored down to get an off-road fix. We went mainly to watch the supercross but ended up being blown away by the Endurocross guys – that track was gnarly with all the pipes, logs and tyres. Made me appreciate just how good some of those guys are and that trials riders can go fast.

Okay, so the weather was pants and Sunday's racing had to be cut short but we're used to that being British and all-in-all we had a great couple of days watching men and women on bikes. Bring it on for 2010!

James, Newcastle

*Thanks for the email James, a lot of people put in a lot of hard work to make Dirt 3-2-1 happen – our Deputy Dawg in particular had a lot of sleepless nights pulling things together. Group hugs all round!*



© Chris Hudson

## GO PRO!

Hi, loving the mag! I'm 16 and have been riding bikes since I was 12 then started racing in late 2006 but now I'm starting to get the hang of it and I was wondering how to get more professional in the sport.

I'm not the best at the sport but I'm currently leading the Guernsey Kart and Motors Club championship in the Channel Islands by 30 something points so any ideas on getting better would be a great help.

Daniel, Alderney

*We know there are some fast riders in the Channel Islands but being the biggest fish in what is a relatively small pond isn't going to help you in the long run so if you want to get up to pro standard you're going to have to make like Aaron Pipon and head to the mainland or you could even consider racing in France. Obviously, this is going to be more expensive than racing on Guernsey and requires a big commitment but it's the best advice we can give.*

## MARSHAL LAW!

Most youth motocross clubs in England require every rider to supply a marshal. Clubs should pay for marshals to do the job instead of using parents who are needed in between races for bike problems etc... How can you expect an Auto rider to put petrol in their bike and get ready before a race without an adult? Even if it costs more for the day's riding every club should already have marshals supplied.

Harley, Crawley

*We can see your point regarding Auto riders but it's a family sport and in these financially challenged times we all have to pull together. Some clubs operate a system where riders who can't supply a marshal pay a bigger entry fee which seems a fair system.*

## LAID UP

Hi to all at DBR – you're still doing a great job with the reading material which is keeping my spirits up in this gloomy credit crunch. I have no work at the moment so the RM250 has been sleeping in my garage now since November and it's getting me down big time!

The main thing it needs is a new chain and sprockets – where can I get these at the lowest cost and what brand would you recommend. When I do ride I compete in hare and hound three-hour enduros.

Ian #105, Trowbridge

*We reckon your best bet is to invest in something that's going to maybe cost a bit more but will last a season – you could do a lot worse than a Renthal TwinRing sprocket and o-ring chain...*



## GOT SOMETHING TO SAY?

WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at [rant@dirtbikerider.co.uk](mailto:rant@dirtbikerider.co.uk)  
All letters/emails must be accompanied by a full address.  
Oh and please don't send emails all in capitals. Cheers!

## LETTERS WIN PRIZES

Write to Rant, get your letter published and you'll win a one-litre trigger bottle of marvellous bike cleaning fluid Muc-Off. And if we rate your letter highly enough you'll also receive our star prize – this month a pair of Etnies Annex shoes.







## POD MX K700 KNEE BRACE

The POD MX K700 ligament knee brace is said to set new standards in ergonomics and function with the manufacturer claiming that nothing is stronger, lighter or slimmer. Developed with feedback from professional MX, FMX & off-road riders the Pod braces are so frikkin' hi-tech they're actually classed as medical grade products.

Inspired by the human body the patented Polymer Hinge System uses synthetic ligaments that function just like a human knee to provide durable and secure natural motion. Available off the shelf in five sizes the Pods are also micro-adjustable for custom fit. Check 'em out at your local Fox dealer as soon as your knackered old knees will let you get there...

**Price:** £590 per pair  
**Supplier:** foxracing.com  
**Contact:** 0191 487 6100



## FOX RACING V3 HELMET

Fox Racing's high-end motocross helmet continues to dominate in this its very latest edition. By constantly developing the product and pioneering new manufacturing technologies the Fox engineers have created the new V3 to perform at a truly higher level. The new V3 SX explodes with stunning race graphics and a tradition of winning you just can't fake. Check out [foxracing.com](http://foxracing.com) to get the full lowdown on this stunning helmet including colour and sizing info...

**Price:** £200  
**Supplier:** foxracing.com  
**Contact:** 0191 487 6100



## FOX RACING GOGGLE CASE

Chucking your goggles in a kit bag with a heap of sweaty mud-caked kit is never a great idea unless you like peeping through scratched up lenses and that. So by our reckoning it's probably a grand idea to grab yourself a separate goggle case like this 20 bones worth of bag from Fox Racing. With different compartments for goggles, lenses, tear-offs and cleaning implements it's just the thing for keeping your MX peeper protectors in perfect condition.

**Price:** £20  
**Supplier:** foxracing.com  
**Contact:** 0191 487 6100



## ONFIRE CLASSIC TEES

Some of the coolest things ever to come out of Burton on Trent have to be these top quality cotton tees with a classic dirt biking vibe from Onfire! With designs to suit all tastes and sizes to suit all, erm, sizes these 22 quid tees are sure to prove popular so grab yours today while there are still some in stock...

**Price:** £22  
**Supplier:** onfire.co.uk  
**Contact:** 01283 537722





## UTOPIA SLAYER PRO GOGGLE

Utopia goggles are back in the UK and to celebrate their return have pulled out all the stops with new models, new colours and a new swagger! These Slayer Pros are worn by many a top rider including Jeff Alessi and former world champions Mickael Pichon and Heath Voss! Check out the full range of Utopia products at [utopiaoptics.com/products](http://utopiaoptics.com/products) right now...

**Price:** £49.99

**Supplier:** madison.co.uk

**Contact:** 0870 034 7226



## RISK RACING LOCK-N-LOAD

The Lock-N-Load Moto Anchoring System securely holds your motocross bike into your trailer, van or pick-up truck without the use of tie-down straps, floor anchors or wheel chocks. It takes an enormous amount of pressure off of the fork seals during transit and frees up valuable space allowing the transportation of more motorcycles or gear. Additionally, the Lock-N-Load can quickly be removed from by unscrewing the four thumb screws leaving only the low profile mounting plates. For more information and a demonstration video of how the Lock-N-Load works log on to [riskracingeurope.com](http://riskracingeurope.com) now!

**Price:** £149

**Supplier:** riskracingeurope.com

**Contact:** 02892 699770

## OGIO MX NECK BRACE CASE

A neck brace is an expensive – but for many an essential – item and throwing it in the back of the van after a practice session or race meet to roll about alongside your trusty steed on the way home (via the drive-thru of course!) is absolutely no way to treat it. That's where this neck brace case from legends of luggage – Ogio – comes in as it will fit the plethora of neck braces currently available on the market keeping yours snug, warm and scratch-free until it's next needed.

**Price:** £59.99

**Supplier:** madison.co.uk

**Contact:** 0870 034 7226

## RISK RACING MAGNETIC LIGHT MINE

About the same size as a golf ball the Risk Racing Magnetic Light Mine is just the thing for adding a little extra light into those tight spots where a normal sized light, lamp or lantern just would not fit! Coming complete with no fewer than a dozen rare earth magnets the mine will stick to anything steel as well as balance on almost any upwards facing surface so it's possible to aim the light exactly where you want it! Perfect for mechanics, sparkys, plumbers and poseurs this light is also an ideal 'pick up' tool for steel screws and bolts.

**Price:** £6.99

**Supplier:** riskracingeurope.com

**Contact:** 02892 699770

## SKULL CANDY HESH HEADPHONES

Funky headphones are all the rage with pro riders and stylish designers these days as they get into the zone by listening to their favourite tunes. And if you wanna listen to your MP3 player in the waiting zone and need some funky headphones of your own you could do a lot worse that check out the latest range of Skull Candy jobbies like these Hesh ones here...

**Price:** £49.99

**Supplier:** skullcandyuk.com





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## ***LONDON CALLING!***

Swiss freestyle superstar Mat Rebaud lets it all hang out (and hang down) as he puts in some last-minute practice for the biggest event in the UK FMX calendar – the Red Bull X-Fighters at Battersea Power Station on **August 22...**



# ***TOP GEAR!***

WITH A GLOBAL AUDIENCE OF AROUND 350 MILLION, THE BBC'S FLAGSHIP MOTORING PROGRAMME IS THE PERFECT SHOP WINDOW TO SHOW MX IN A POSITIVE LIGHT. SO JUST HOW DID RICKY CARMICHAEL AND HIS RALLY-DRIVING BUDDY KEN BLOCK COME TO GET A STARRING ROLE?

Words by **Jeff Perrett** Photos by **Lars Gänge**



*RC whips up a storm over  
DC Shoes boss Ken Block  
and his Subaru Impreza*





**A** MA legend Ricky Carmichael and his all-action sidekick, US rally star Ken Block, gave the Top Gear crew a high they won't forget in a hurry. In fact, many of us in the UK won't forget in a hurry either because RC and Block's appearance on not only one of the most popular TV shows in Britain but also globally could've just been the best bit of positive media the sport of motocross has had in a very long while.

Let's not beat around the bush, the BBC's Top Gear series is a British institution with an estimated 350 million viewers worldwide. It's been running since 1977 and has clearly evolved with the times, now attracting a much more diverse demographic of viewers – many who probably only have a vague interest in cars. The formula works worldwide and it's hardly surprising having won an Emmy award among its many accolades.

Any daft-arsed scheme that Clarkson, Hammond or May come up with or have thrown their way is always beautifully shot and the production is sublime. Add to that the chemistry and dynamics of the three presenters and it's always a good watch, even if occasionally all a little predictable. But above all it's definitely a show geared towards entertainment and that's exactly what viewers got when Block and RC – two incredible, marketable talents in their world but also two men with their own wonderful success stories to tell – did their bit.

For those of you who have no idea who the hell Ken Block is the chances are you at least know his company and you've probably even bought one of his products. Block is the supremo of DC Shoes, certainly one of the major skateshoe brands on the planet and a company that has made Ken a huge hitter in the action sports world and given him the opportunity to follow his aspirations to become a racing driver.

Back in 2005, with the DC Shoe brand firmly established and going strong, Ken decided to follow his life-long dream and with the resources in place he entered the Rally America series. At the end of his first season Block had won the rookie of the year award and was fast establishing himself as a real talent in the rally world. Soon X Games medals and Rally America victories were coming his way but bizarrely that wasn't enough for Block.

Ken felt he needed more than just tearing down forest roads considerably faster than the General Lee with Sheriff Rosco P Coltrane in hot pursuit. Maybe even inspired by The Dukes of Hazzard, Block soon found himself on the Discovery Channel's Stunt Junkies programme where he jumped his Subaru Impreza WRX STI 171 feet through the air. That set a precedent and soon, just like with his good friend and now Subaru team-mate Travis Pastrana, he was looking for more thrills to run parallel with his racing career. One year later he was off to the Southern Hemisphere to tear around the snow-capped mountains of New Zealand in what soon became a YouTube hit.

Again looking to go better, in October last year Ken and a production team put together a piece he affectionately named "a gymkhana on steroids" as he tore his Subaru around the abandoned El Toro Airport in Irvine, California. The video blew up as much of an internet storm as it did dust around the carcasses of the old fighter aircraft in which he weaved his magic. In just over nine months it had 22 million hits and among those who logged on was Jeremy Clarkson who was so impressed he felt he had to get Ken involved with the programme somehow.

"Basically what happened was that I got an email from them," explains Ken. "They had gone through the rally team to get a hold of me right after the gymkhana video came out. They had known of me before because of some of the other video stuff I had done but the gymkhana video came out and I guess they were blown away."

"Top Gear, as far as I know, is the biggest motorsports programme in the world. As a driver in the motorsports arena it's my favourite motorsports show. Top Gear definitely has my vote for the best show ever!"

So it was quite a thrill for Ken when he found that the Top Gear crew was lurking online, looking around for him. "It was a really big compliment for them to even contact me and then to hear compliments like that just blew me away. I told them that as soon as we could come up with a concept of what they wanted to shoot I was down to do something with them."

Ideas and concepts for the shoot were soon going back and forth across the Atlantic on how to better the gymkhana video but none were really quite hitting the mark until the penny dropped for Ken and he was on the blower straight away to his good mate, the man us motocross folk all know as 'the GOAT' – Ricky Carmichael. RC has been supported by DC Shoes since before he took his first SX crown and during that time they have become great friends and Ken knew that now Ricky has retired from the sport he'd have the time to get involved.

>>



**Top Gear presenter James May prepares to lay down some skid marks of his own**





*For RC the Top Gear shoot was his chance to have some serious fun after years of dedication*







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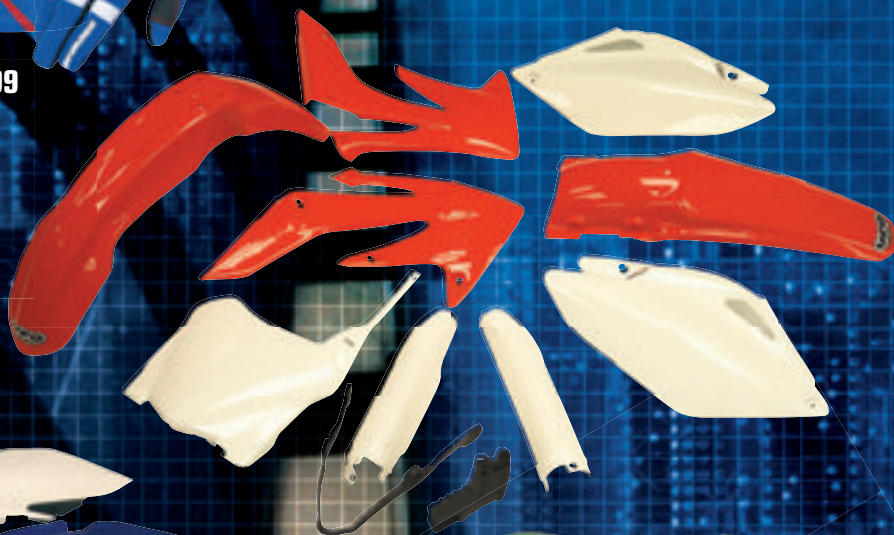
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"Top Gear really liked the fact that I was good at jumping cars," explains Ken about how the synergy between rally cars and motocross came about. "That was something that hadn't been featured much on their show. The gymkhana video also sparked some ideas for them. Also, they wanted to come up with an actual race between a dirt bike and a car so the idea evolved from there."

Carmichael jumped at the opportunity of having fun without a moment's hesitation after a lifetime of total dedication. "I was so focused on winning races, man, that was my deal. Looking back, I just wanted to go out and do my due diligence to win. As a result I turned away a lot of opportunities to do different stuff for so many years, it's impossible to even count. So when Ken called and asked me what I thought about doing something with him for Top Gear I knew I would have a blast doing that show. The next thing I knew we were out their filming and having fun!"

"Ricky was actually really stoked," recalls Ken. "I was really surprised. I didn't think Ricky would have the time and I know how busy the guy is – even after his motorcycle career is over – but he ended up being really stoked on the idea we came up with. He worked out getting a bike through Suzuki and got permission and started to make his way out to California."

The initial plan was to have the Impreza and the factory Suzuki RM-Z450 race head-to-head on a purpose-built course but once Block and Carmichael started to jam the producers soon realised that a race just wouldn't work out. "The big problem in trying to race two vehicles like that is that the car is real fast in certain areas and the bike is really fast in others," recalls Ken. "So if we were to make a completely wide open and very fast course I would win but if we made something tighter with bigger bumps and whoops and jumps Ricky was going to win on the bike. An even race just wasn't going to be possible."

So in a kind of MX/rally/freeride experience Carmichael and Block just started blasting around together. Two out and out racers from two different worlds, both doing what they do best while the production team worked out a way of making a slick shoot over two locations scouted out by Block.

"The main location was the Inyokern Airport, which is up in Central California at the junction of highways 14 and 395 on the way to Mammoth Mountain," explains Ken. "But the photos where it looks like there is a bunch of airplane pieces tightly put together? That's actually a place called Aviation Warehouse down near El Mirage. As it turned out they edited everything together to make it look like sort of one run all together through an old abandoned airport."

"The shoot was amazing," says Carmichael who won an unbelievable 150 AMA races – almost double his nearest competitor in the record books. "Ken and I did a lot of stuff, racing together and jumping together. I'd jump over his car while he was driving underneath me or we'd see who could get through some crazy obstacle course in that airplane boneyard the fastest. At one point I rode up into a fuselage and jumped out the other side. It was pretty sweet!"

"I think my favourite thing of the shoot is that photo where Ricky is actually jumping over me," says Ken. "There was one area for me to drive across and then Ricky was able to jump this 70-foot double over me as I drove through. It was just a really cool moment for me in the shoot to interact with an amazing person like Ricky Carmichael."

"I guess they use to train out there for World War II and stuff like that," says Ricky of the setting for the show. "They had an old bunker and they made a landing on the other side of it. They also built a nice steep ramp take-off before it. Ken was driving under me and I was just fully whipped-out, doing this huge double. I think that was the coolest looking part of the shoot for me."

Looking back on the whole Top Gear experience, Ken admits that it was a dream come true – but not because he's on his favourite TV show. "In the end I was so stoked to just have these amazing photos with Ricky Carmichael riding his motocross bike next to me, you know? He's the greatest of all-time on a dirt bike so for me to have a chance to drive my rally car as fast as I want right next to him, it was just incredible."

"One thing about Ricky is that in his career he was so serious about winning. He had a lot of opportunities to do other stuff like this but he never really did them because he wanted to win so badly, you know? So this was a cool opportunity for him. Now that he is done racing motorcycles he had a chance to go out and actually use his dirt bike for fun and do some cool filming and be able to do something with someone like me and Top Gear, well, that's a special deal for both of us."

To be fair, it was for all us watching at home too...



# SIXSIXONE

## FENIX

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**FENIX**







# RAIN SPOTTING:

ACCORDING TO THE VERY INFORMATIVE AND FUNCTIONAL BBC WEBSITE THERE ARE 10 DIFFERENT TYPES OF RAIN AND OVER THE WEEKEND OF THE DBR/T+MX/FATCAT MEGA-EVENT DIRT 3-2-1 WE HAVE THEM ALL PLUS ONE OR TWO NEW ONES THAT HAVEN'T BEEN NAMED AS YET...

Words by Suttty Photos by Graham Austin, Chris Hudson, Andy Wiley, Dave Tindall and Darren Ridley

**S** pitting, drizzling, tiddling, showering, teeming, bucketing, drumming, squalling, blattering and my own particular favourite 'the downpour' are all types of rain I spotted in the Armthorpe area over the weekend of July 17/18/19 when my apparently ill-conceived masterplan had us all basking in glorious summer sunshine for the full three days of Dirt 3-2-1...

For the past few months or so I've been regularly making the long trek across to FatCat Motoparc with CCM race bike, camera, site plan and trundle wheel stowed in the back of TranDawg™ and not once during any of my many visits to the facility did it rain – not before I got there, nor during my stay or even after I'd left! But the one weekend we invite everyone down for a dirty weekend of fun and frolics it absolutely persists down.

Still, despite the inclement weather a massive amount of riders – around 500 over the weekend – come and soak up the atmosphere

of Dirt 3-2-1 and with supercross, motocross and endurocross racing, a ladies trial demo as well as practice sessions aplenty most go home happy with only a few riders picking up pesky injuries (get well soon Joe, Joel and anyone else I've missed).

Proceedings kick off on Friday with some rather wet Practice with the Pros sessions that see CAS Honda's Bryan MacKenzie, DB Racing's Neville Bradshaw, Relentless Suzuki's Scotty Columb, the STR Honda squad of James Noble, Jordan Rose and Nathan Parker as well as LPE Kawasaki teamsters Rob Herring and Jamie Smith all burning some fast laps.

In fact it's young LPE Kawasaki star Jamie Smith who gets things going – he's the first rider out onto the rather sodden looking track but within two laps is whipping it upsidedown on the huge tabletops and proving to everyone that the FatCat race track is indeed very rideable when wet. Plenty of people soon join him and despite the constant drizzle everyone seems happy...







## CHEERS CHAPS!

### A MASSIVE THANKS TO...

...our very generous event sponsors Michelin, Pidcock Motorcycles, Doodson Motorsport and GirlRacer.

Everyone at 90 Racing MXC and in particular Lynsey, Terry and Alex Hamer who have been marvellous and very patient throughout this whole project as have Carl, Paula, Katie and Joe Anguish, Mick Sherriff, Julie Chapman, Steve Crowther, Louise Edwards, Darren Moule and Marianne Richardson.

Also, thank you to all our friends who provided holeshot and raffle prizes as well as bts and bobs for goodie bags – so that'll be Pro-Carbon Racing, DirtBikeBlitz, RaceFX, Muc-Off, No Fear, Fro Systems, Rip n' Roll and Rush Racing.

Neil Mason – you are a legend and trust me I have total faith in your digger driving abilities! Thanks also to FatCat owner Martin Craven who let us run loose in his dirt playground all weekend and answered his phone from bed on at least two occasions when I had early morning queries...

Special applause goes to Rick, Hodders and the rest of the DBR and T+MX staff – not forgetting the LEP's Steph Maggs – who gave up their weekends and worked their ample asses off FOC. Also putting in the man hours for the love of our sport was the very charitable Nik Fisk who manned the mic all day and night on Saturday – thank you kind sir!

And finally a mahoosive thanks to all of the riders, racers, traders, marshals and spectators who travelled from all over the country to FatCat Motoparc on one of the wettest weekends of the summer to support Dirt 3-2-1 – you guys rule!



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# PIDCOCK MOTORCYCLES SUPERCROSS

Although heavy rain falls late into the night, supercross race day dawns dry and bright but there are still puddles aplenty splattered around the FatCat facility. With a drying wind blowing from the west and a bit of necessary track work expertly carried out by in-house track builder extraordinaire Neil Mason – including completely building a brand-new start straight due to the two original choices being under water! – by 11am the practice sessions are ready to roll.

Amazingly, the track's in prime condition and after practice is done and dusted the daytime qualifiers take place for the seven groups of riders. The racing is awesome all day, nobody gets hurt and a lot of fun is had by riders and fans alike.

Come 6pm it's finals time with a massive crowd gathering around the Dirt 3-2-1 race arena. First off are the Autos and after six laps of bar-to-bar racing it all boils down to a three-rider, final-corner fight. Dane Clarke Reeves takes the win ahead of Denny Rapson and Jack Wankling.

Tom Brown takes the Dirt 3-2-1 SX title in the 65cc class with an awesome ride to beat Joele Hart and Ben Coleman across the finishline.

To keep things interesting the two 85cc groups race together creating a Supermini division that's scored separately. In the Small Wheels it's Future West SX stars who dominate proceedings with Ollie Osmaston leading from the off to take first place with Max Acres and Scooter Webster right in the mix. In the Big Wheel class it's 90 Racing MXC's Joe Anguish who steers his thumping four-stroke Honda to first place beating Ross Deason and Andrew Flatman to the finish.

The Youth Open class sees local star Craig 'Mad Dog' Maddock and Essex supercross specialist Ross Clarke go head-to-head with Maddock getting the nod. Clarke comes home second while Adam Extance beats Stephen Bain and super-tall 13-year-old Jason Moore to the final podium position.

With 36 riders battling it out for just 12 places in the final the Adult Clubman class was always going to be a hard fought affair. And when it's all done and dusted it's Ross Clarke who takes the title after a race-long 250cc four-stroke Vs 250cc two-stroke scrap against Jamie Simpson. Jack Jones brings his KTM home in third while Derby's Gary Audsley (who also took part in the equally sodden DBR-promoted Irish minibike GP a few years back) brings home his Yamahauler in fourth spot!

The Pro class qualifiers had seen some awesome racing between Alex Rockwell, Ashley Wilde, Neil Flockhart and Christian Taylor and the final is no different. After a bit of a tussle on the opening lap Rockwell finds himself on the deck while Alex 'Stiletto' Rach ekes out a lead on the 2010 model KTM 250cc two-stroke.

But Rockwell's fired right up and after aggressively fighting through the field he finds himself in second place with just a few laps remaining. Tailing the leader for a tour or two the Manxman then lines himself up for a pass and jumps right over Rach on a monster leap just as the last lap flag's unfurled.

The gap stays the same throughout the final lap with Rach desperately holding on to Rocky's rear wheel. And as they skip across the whoops underneath the spectator embankment for the final time the KTM rider sees an opportunity, heads for the inside of the 180 degree left-hand turn and punts the Yamaha rider right off the track. But tenacious as ever, Rockwell comes right back and outpowers his opponent in the run in to the finish line double to take victory by no more than half-a-wheel!

## RESULTS

### PIDCOCK MOTORCYCLES SUPERCROSS

#### AUTOS

- 1 Dane Clarke Reeves
- 2 Denny Rapson
- 3 Jack Wankling

#### JUNIOR 65

- 1 Tom Brown
- 2 Joele Hart
- 3 Ben Coleman

#### SMALL WHEEL 85

- 1 Oliver Osmaston
- 2 Max Acres
- 3 Scooter Webster

#### BIG WHEEL 85

- 1 Joe Anguish
- 2 Ross Deason
- 3 Andrew Flatman

#### YOUTH OPEN

- 1 Craig Maddock
- 2 Ross Clarke
- 3 Adam Extance

#### ADULT CLUBMAN

- 1 Ross Clarke
- 2 Jamie Simpson
- 3 Jack Jones

#### ADULT PRO

- 1 Alex Rockwell
- 2 Alex Rach
- 3 Neil Flockhart



Denny Rapson



Alex Hamer



Gary Audsley



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# MICHELIN ENDUROCROSS

A later-than-scheduled start sees the Michelin Endurocross heats scrubbed and each and every rider put straight through to the semis – cos we're nice like that. The short programme doesn't detract from the race action though and after three intense five-lap qualifiers for the Pros and an equally lengthy gate pick race for the Clubman class riders the crowd's ready to witness two epic finals.

The Clubmen leave the line for their final first and there's no stopping late entry Craig Parkes from taking a well-deserved win ahead of Dockland Dirt Rider Chris Salt and Parkes' team-mate Scott Smith. The rider who provides most value for money though is Suzuki-mounted Sam Turner who has the skills to run at the front of the pack but maybe not the fitness! Blowing out his ass as early as lap two, Sambo has the fans cheering as he struggles with the tyre section – in particular – lap after lap.

With the darkness closing in – we're talking light conditions here and not the lycra-clad band – the floodlights are flicked on and the Pro class finalists line up for their eight-lap Main Event. When the gate drops it's Cumbria's Richard Ellwood who yanks the DirtBikeBitz holeshot on his KTM with Ben Hemingway and Paul Bolton right there in his wheel tracks. Scottish MX champ Neil Flockhart's in the mix too until he wedges his CRF450 deep into the tyres – although out of the running for a podium position Flockhart charges on to the finish, entertaining the enthralled spectators with some fat whips over the step-up, tabletops and double jump.

The biggest beneficiaries from Neil's early mistake are trials stars Dougie Lampkin – winner of semi one – and Sherco's Graham Jarvis. The pair circulate in fourth and fifth for a good while with the 12-time feet-up world champ in front until Graham makes a move in the rock garden. With neither rider holding back it all ends in disaster for Dougie as he runs into Grimbo's rear wheel and goes down like a sack of spuds.

Meanwhile, at the front Ellwood gives up the lead to Hemmo and Bolts who are circulating at a fair rate of knots barely inches apart. Jarvis also finds a way past Ellwood but time runs out for the quiet man from Harrogate. It's a similar story for Bolton too who's still sticking to Hemingway's rear tyre but unable to find a way past before the chequered flag is unfurled.

Pro winner Ben Hemingway leads Joe Deakin over the pipes

## RESULTS

### MICHELIN ENDUROCROSS

#### PRO CLASS

- 1 Ben Hemingway
- 2 Paul Bolton
- 3 Graham Jarvis

#### CLUBMAN CLASS

- 1 Craig Parkes
- 2 Chris Salt
- 3 Scott Smith

Dan Hemingway and Andy Cripps demonstrate different approaches to the pipe section

Sam Turner parks up



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# DOODSON MOTORSPORT MOTOCROSS

After a night of yet more rain, FatCat's race track is in perfect nick for a full day of motocross racing and with over 200 riders entered and ready to rip practice starts bang on 9.30am with the ever efficient 90 Racing MXC crew in charge of on-track proceedings.

Conditions are perfect for the first six races and then the drizzle turns to teeming with bucketing following on soon after. With no end to the rain in sight and the lap scorers unable to see anyone's numbers – printed shirts or not – the meeting's called after two blocks of racing.

After winning the previous evening's supercross final Dane Clarke Reeves does the double in the Auto class beating Ethan Cooper and Kurtis Griffiths.



Paul Thomas Batty

Johnjoe Wright powers his Kawasaki to maximum points in the 65cc division while Joe Jacques and Lewis Edwards join him on the Dirt 3-2-1 podium. A special mention has to go out to Shane Sherriff who finishes seventh overall after getting carted off to the meat wagon in Saturday night's supercross main with suspected broken ribs.

Ollie Osmaston outpowers Max Acres once more in the Small Wheel 85s to take his second Dirt 3-2-1 title of the weekend while Will Wall finishes third, Kenny Ryalls fourth and Junior 65cc winner Johnjoe Wright fifth after double entering on his screaming Kawasaki.

Maximum man Cole Hunter outpowers the rest of the pack on his KTM in the Big Wheel 85s to take Dirt 3-2-1 gold ahead of Lewis Holland and Josh Cadman.

The Youth Open class sees a scrap of epic proportion between David Sweet, Craig Maddock and Richard Peers Davies who end the two motos tied on points for the overall. Maddock takes it courtesy of winning the day's final moto ahead of Peers Davies and Sweet who edges out that man Jason Moore for the final podium position.

Another hotly contested Adult C clash sees Jordan Wheatcroft take the overall win ahead of Phil Oxley and

moto two mud master Courtney Seymour.

The B class meanwhile sees Gareth Smart claim the overall despite not winning either moto. Second overall is Stuart Danby while Alex Owen claims third after dominating the second moto.

With both Pro class motos being run in waterlogged conditions getting the holeshot makes a massive difference to the overall outcome. Race one sees Jamie Simpson get away in front which is where he stays until a pebble locks up his rear wheel just when it looks like the win's in the bag. Paul Thomas Batty takes over in Simpson's absence to take victory ahead of SX champ Rockwell and Shocktech's Ryan Mason.

Moto two's all about Manchester Extreme's Ashley Wilde as he powers his immaculately prepped 450cc Yamaha through the slop to claim victory. Pro-Carbon Racing holeshot award winner James Lassu follows Ashley across the line to take the runner-up spot while his good mate Harry Saywell finishes third with Batty fourth.

Batty's 1-4 is good enough for him to take the overall win though while Wilde and Saywell round out the podium.

## RESULTS

### DOODSON MOTORSPORT MOTOCROSS

#### AUTOS

- 1 Dave Clarke Reeves
- 2 Ethan Cooper
- 3 Kurtis Reeves

#### YOUTH OPEN

- 1 Craig Maddock
- 2 Richard Peers Davies
- 3 David Sweet

#### JUNIOR 65

- 1 Johnjoe Wright
- 2 Joe Jacques
- 3 Lewis Edwards

#### ADULT C

- 1 Jordan Wheatcroft
- 2 Phil Oxley
- 3 Courtney Seymour

#### SMALL WHEEL 85

- 1 Oliver Osmaston
- 2 Max Acres
- 3 Will Wall

#### ADULT B

- 1 Gareth Smart
- 2 Stuart Danby
- 3 Alex Owen

#### BIG WHEEL 85

- 1 Cole Hunter
- 2 Lewis Holland
- 3 Josh Cadman

#### ADULT PRO

- 1 Paul Thomas Batty
- 2 Ashley Wilde
- 3 Harry Saywell

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# YOUTH ATTACK!

Words and photos by Alex Hodgkinson

IN A FIELD PACKED FULL OF WILY VETERANS, 20-YEAR-OLD CLEMENT DESALLE IS A FULL-BORE YOUNG GUN WHO'S ON A MISSION TO WIN A WORLD CHAMPIONSHIP BEFORE HEADING STATESIDE...

**J**ust turned 20, Clement Desalle is the hottest prospect from the French-speaking part of Belgium for a quarter-of-a-century. Currently running fourth in the MX1 world title chase, the Honda semi-privateer hasn't been out of the top six in the last 10 motos and at Kegums in Latvia recently recorded a career first GP moto win.

The boy from La Louviere – nicknamed MX Panda by a friend because of his large appetite – has followed an unusual way to the top. He stepped straight out of the youth scene into MX1 and 2009 is his first adult season racing out of his home country.

"I had no choice," claims Clement. "There was no chance of assistance in Belgium but I got the opportunity to get help in Germany on the MX1 bike with Kurz Suzuki and I had to take it. At first I thought the bike was really funny but I soon got used to it."

And when the German Suzuki programme switched to Inotec – now Teka – Suzuki, Clement went with them. He seemed to be a Suzuki man through and through and it was with deep regret that they let him go. "I don't know exactly what happened at Suzuki but they had two factory riders already under contract – Steve and Ken – so there was no place for me. Maybe they had the possibility for a third rider but it was not sure."

With the German Teka team committed to concentrating on MX2, the factory team had indeed wanted to integrate Clement into their main programme but the financial crisis saw drastic budget cuts and they had to reluctantly let the teenager go. The other manufacturer teams were lining up for talks but in the end Clement turned them all down in favour of the private LS Honda team.

"This is only the team's second year but they are very enthusiastic. They put a lot of work into preparing the bike, making it good mechanically and it looks good too. I talked with Kawasaki, CAS, Aprilia – I was open for all. When you have no contract you listen to everyone. But, you know, when you meet with the guys you feel a certain affinity and for me the feeling was better here at LS."

A podium in the single moto mudder at Faenza was followed by a series of so-so results...

"I made mistakes in many motos in the first few GPs. I was fast but one small mistake can lose you many places. This is a sport where you can soon make a mistake – one second you can be on top, the next you have crashed. I am never really on the limit. I don't like to ride like this. This is very important. I prefer to lose one or two places than to take a risk and get injured. And fortunately I have not had any big injury. During a season you always have small things but nothing big."

But don't think Clement is soft. The other top riders will confirm that! "I am the youngest but I am not afraid to battle. I am not intimidated. As I said, I always do my best and battling with the other riders is always part of that. I am hard too, I am not going to let them play with me."

Proof came in Latvia. On Saturday he left series leader Tony Cairoli reeling in the dirt and on Sunday he scored his career-first GP moto win. >>

Clement's form has been a revelation this season and he's now on just about every big team's shopping list for 2010









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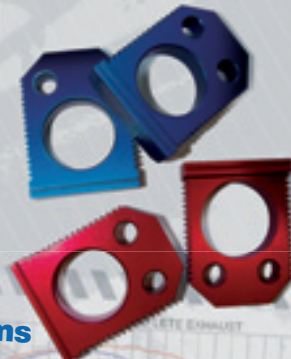
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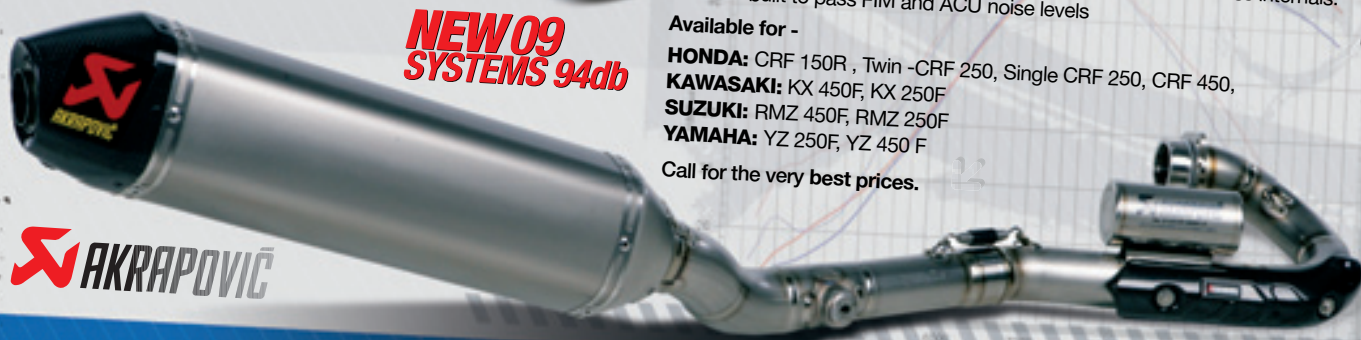
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"I got a good start in the first moto and was able to pass Nagl and Ken. Unfortunately, Ken touched my rear wheel and fell down but it wasn't really my fault. I slipped a little in the corner and came inside but that is racing. After that I was able to push to make a gap to the rest but in the last two laps Tony came back at me. The last corner was pretty hot – Tony came close and in the last small corner before the last jump he took the outside and I took inside but I just stayed in front for my first moto win."

"It was a really difficult track – a little bit sandy but with a hard base so it got very bumpy and was hard physically. But I have learnt to organise my race, to push hard enough to take the lead but not so that I do get tired."

"I was doing this in the second race but then I had the problem with my clutch. The part which holds the cable just before it goes inside the engine was broken. Until that happened I was still really positive because Tony was right there – also David and Ken – but I was leading and it was sad that something like this should end my chance of the win."

"Cairolì is fast but I can battle with him. We will never know if I could have beaten him again but I would have been happier if I had not lost my chance of the win this way. It is really frustrating when something breaks on the bike but this is a mechanical sport and it can happen."

>>

A thorough schooling as a kid has meant the Belgian is fast in sand...

...and on hardpack



© Steve Cox

A first race third turned plenty of heads at Washougal

## AMA PANDA!

CLEMENT IMPRESSES STATESIDE >>

Clement had a taste of AMA action when he showed up at Washougal where our US Editor Steve Cox grabbed a couple of minutes with him.

"I see the US on TV all the time and the tracks look really good and I really wanted to experience it," he explained before turning heads in the first moto. Starting just outside the top five, he quickly moved up into third where he remained to the finish.

"The first moto went really well but the other factory bikes have a lot of power on the start and I was probably sixth or seventh and I started to come through the pack," Desalle said. "I got up to third and I got to stay there to finish the race. It was really positive. There was lots to do with the 10-hour flight, renting the camper, working on the bike..."

The second moto was filled with crashes but the ever-cheery MX Panda had certainly made his mark on the AMA scene...

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Clement laughs off the idea that he is a sand expert. "I live right down in the south of Belgium about 200 kilometres from the sea. I heard the guys on the TV saying that I was a typical Belgian sand rider but I am more like a French guy. There are only hard tracks where I live but in the winter I often ride in the sand at Dunkerque and even when I was 10 years old my dad always insisted that I ride one time in the sand, one time on hard tracks when we went practising. That was good for me, now I feel confident on all types of track. And I have always tried to have fun when I ride – that is important."

Fun is indeed clearly a part of Clement's character and it exudes in his style. "I like the US style more. For sure my style is not like the old MX1 riders. It is important for me to ride smoothly and to have fun but also to do my best. I like to move around the bike and I like to study style on videos. For me it comes naturally. I think it benefits me to ride like this but every rider has his own style. I have my style, Philippaerts has his and so do all the other riders."

With every team in the paddock allegedly interested in Clement, I had to ask the million dollar question. Does he have a contract with LS for 2010? His reply was candid. "This is a really difficult question to answer. We will see for next year."

So is it more like an option than a contract? "We will see. I am trying to stay concentrated on my racing at the moment but of course this month is when everyone wants to talk about contracts. It is good that we now have a few free weeks. I don't want to put this back until later in the season or you have it in your head all the time and it is not good. In the next few weeks I will know."



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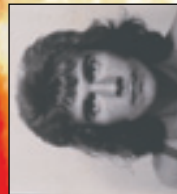


FRENCH 250 MX GP  
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(LEFT) CARRIES HOME  
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IN RACE TWO



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was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...



ALAN HODGSON  
PASCAL FLEURY  
DANIEL (50) SCHMIT  
(3) HENRI (4) AVERYS  
IS HENRI-PASCAL AVERYS  
PAUL HENRI (11)

# ERNEE AND BURNIE!

ONE'S A MERDE CHAUD TRACK IN FRANCE AND T'OTHERS A S\*\*T HOT MOTO-JOURNALIST FROM THE NORTH EAST OF ENGLAND. PUT 'EM TOGETHER AND WHAT HAVE YOU GOT? THIS COLUMN, THAT'S WHAT...

Words and photos by Jack Burnicle

**W**hat a treat to broadcast an MX grand prix so gloriously precipitous that it even looked steep on telly!

'Moto-Club d'Ernee' originally greeted a French Grand Prix to their village in the 'Region des Pays de la Loire', halfway between Fougères and Mayenne, in 1990 when Donny Schmit (Suzuki) won a 125 GP en route to his first world title.

The Mayor of Mayenne welcomed back Schmit and his 250 title rivals to their 'Circuit de Vahais' in May 1994. Stefan Everts, Andrea Bartolini, Fred Bolley, Edwin Evertsen and Yves Demaria (winner of the last two French 125 GPs in Plomions and Laguepie) had also all raced here in 1990.

Now a bitterly contested 250 championship was delicately poised. Everts (Kawasaki) led with 115 points chased by reigning champion Greg Albertyn on 107 with Schmit's Chesterfield Yamaha just four points further back. Demaria – his Honda backed by Pepsi Cola and managed and coached by Roger De Coster and Jacky Vimond – lay fourth ahead of current LS Motors team boss Marnicq Bervoets (Albertyn's team-mate at Johnson Suzuki), Rob Herring (Kawasaki), Kurt Nicoll (Honda), Americans Tallon Vohland and Trampas Parker and Bartolini.

I drove down with ex-GP ace Rob Andrews. We sped (he's always favoured flash B-ems!) via Paris, Le Mans and Chartres to arrive late at Fougères and a distressingly darkened Hotel Campagnile. We were relieved to find a message pinned to the door relaying room numbers for Messrs Burnicle, Vohland and DeWitt. Oh good – we weren't the only offenders. Demaria's Californian team-mate Vohland and his Italian entourage had got completely lost on their way from the airport!

A fantastic track, 'Circuit de Vahais' is carved out of a sheer hillside in a deep, v-shaped valley. A stream trickles through the middle and spectators mass on the far side for an awesome 98 per cent all-round view. So well-constructed, in fact, that

Schmit's boss Michele Rinaldi – team owner of today's reigning MX1 world champions Monster Energy Yamaha – regretted the absence of cambers. "It is like a motorway," lamented the 1984 125 world champ!

Other, older gladiators like present FIM race director Dave Nicoll, who made a healthy living racing French internationals during the sixties and seventies, remembered a much more natural circuit utilising both sides of the valley. "Yeah, it was a goer in my day, Jake", smirked Dave. "But they didn't pay!" Son Kurt smiled knowingly. "Obviously averse to paying inflated Nicoll rates, then!"

Our sunny ferry crossing (on the day the Channel Tunnel officially opened) had given way to banks of dark cloud and the heavens duly opened before practice. Water streamed down the hills washing away top soil to bare glistening rock. Sheltering in the depths of his Johnson Suzuki bus Albertyn bemoaned the fact that half the GPs so far had been wet. "Why don't I take up chess or something, man, so water doesn't matter?" The South African shook his mane of blond hair. "You can't take anything away from Everts," he hissed. "He's been on fire. Though his supporters have been swearing at me and carrying on already, two weeks ago."

Also, after failing to secure a deal in the USA, Albee's drive had deserted him. So he'd phoned his dad. A bluff, burly man, Tony Albertyn – a qualified geologist now semi-retired from the family's limestone quarrying business – flew straight over. The first race he saw was a Belgian championship round. "Greg was passed by Everts and promptly gave up," bellowed Tony. "I'd never seen a son of mine do that before. Greg had totally lost confidence and his motivation had disappeared. I said 'hey, we've got to sit down and talk'." Tony was due to fly back home the Tuesday following the French Grand Prix – his

>>

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

Jack Burnicle

NAME	TEAM	TIME
Greg Albertyn	Monster Energy Yamaha	1:00.00
Stefan Everts	Kawasaki	1:01.00
Yves Demaria	Honda	1:02.00
Andrea Bartolini	LS Motors	1:03.00
Rob Herring	Kawasaki	1:04.00
Kurt Nicoll	Honda	1:05.00
Tallon Vohland	Johnson Suzuki	1:06.00
Trampas Parker	Johnson Suzuki	1:07.00
Danny Schmit	Chesterfield Yamaha	1:08.00
Marnicq Bervoets	LS Motors	1:09.00
Rob Andrews	LS Motors	1:10.00
Jack Burnicle	Jack Burnicle	1:11.00



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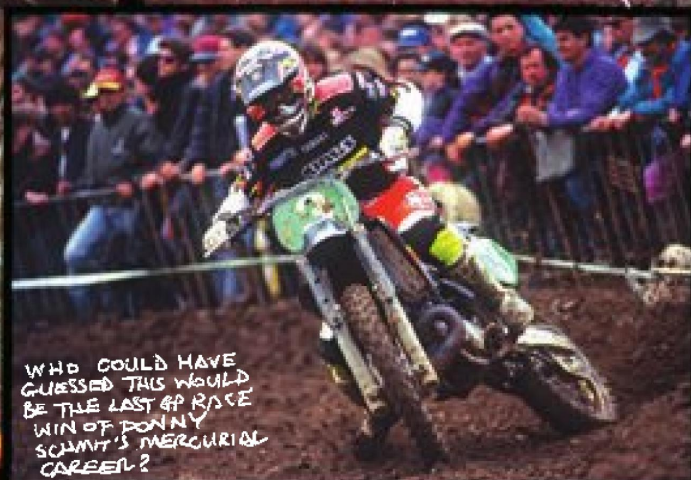




'TEFLI' ('THE FLY')  
DEMARIA THRILLS  
30,000 FRENCH FANS  
AT ERNÉE IN 1994  
ON HIS PEPSI HONDA



ALBERTYN, PAST  
TRAMPAS PARKER  
(KTM) ATTACKS  
EVERTS (KAWASAKI, 2)  
IN SIZZLING SECOND  
MOTO



WHO COULD HAVE  
GUESSED THIS WOULD  
BE THE LAST GP RACE  
WIN OF DONNY  
SCHMIT'S MERCURIAL  
CAREER?

son needed a result!

Thankfully, the downpour relented by the end of the afternoon and race day dawned dull but dry. French fans flooded in, Demaria and his factory Honda rewarding their enthusiasm by topping (Sunday morning) timed training. Despite a further cruel rainstorm, the organisers had scraped off excess mud, leaving the track remarkably primed. The pack dived left into the thrillingly fast first turn, Albee outgating Demaria and Nicoll as poor Herring fell and was comprehensively run over. Yves did his utmost to satisfy those shrieking fans closing up on the masterful 'Dr Albee' at half-distance before dropping the Honda in a sharp, rutted uphill hairpin. Quickly back on the pace he cast Kurt adrift with Schmit fourth ahead of Trampas Parker's KTM.

But what of Everts? The man who had dominated the last three rounds was t-boned early on by Vohland and his fallen Kawasaki hit by his own team-mate Jocke Karlsson. The impact wrecked his engine and Everts was out. "You couldn't 'ave done any more damage if you'd smashed it wiv an 'ammer," gasped his mechanic Mick Aldous. Suddenly, Albertyn led the world championship.

Paul Malin, 10th in race one, holeshot the second moto alongside Parker after advice from a spectating Dave Thorpe as Everts tangled with Nicoll on the start straight and left Kurt sprawled on the deck. Malin hung in with Parker and Schmit before succumbing in turn to Everts, Demaria and Albertyn. But Greg strayed off-line into some deep glop at the foot of the far hill and fell, remounting angrily only inches in front of Malin.

It looked like he'd blown it but the rejuvenated reigning

champ hunted down the leaders, demolishing Demaria, Parker and Everts in successive laps with a blistering display of raw aggression. Even that huge, raucous French crowd – fervently behind a dashing Demaria – roared Albee on, second behind Schmit nailing overall victory and his first grand prix win of the year. He now topped the table on 144 points while 1992 champion Schmit had moved second on 136 and Everts trailed third on 130. Tony Albertyn could fly home a happy man!

"That's the first time I've ever seen him win a grand prix," beamed Greg's proud, slightly bemused dad. "What a going home present. Now, he'd better carry on like this otherwise I'll be back to kick his butt!"

Another former title-holder, 1991 king Trampas Parker, was equally impressed. "Old Greg, he was on the gas today," drawled the 'Louisiana Lip'. "He looked like the Greg of last year." It sounded awfully ominous for Parker and the rest of those brave men aspiring to snatch Albee's 250 crown.

The crowd stayed to watch Greg's podium presentation and, though we didn't know it then, Donny Schmit's last ever grand prix race win. Since that memorable day 'Moto-Club d'Ernee' has regularly staged French MX GPs. Also, in 2005, they hosted a fabulous Motocross des Nations when Carmichael, Windham and Tedesco went head-to-head with hosts Pichon, Vuillemin and Tortelli.

Four years on Mickael Pichon and David Vuillemin featured again and Ernee 2009 unveiled a new generation of French galacticos spearheaded by Marvin Musquin and Gautier Paulin!





# LIGHT BITES!

WITH THEIR NEWLY-DEVELOPED 250cc FOUR-STROKE ENGINE WEIGHING IN AT JUST 22KGs, HUSQVARNA HAVE PRODUCED A PAIR OF FEATHERWEIGHT FLIERS THAT PACK A HEAVYWEIGHT PUNCH...

Words by Geoff Walker

**T**hese are exciting times for Husqvarna and the Italian manufacturer with a hint of German seems pretty fired-up for the future. With a newly developed super-light 250cc four-stroke motor rolling off the production line for the motocross and enduro class bikes the firm are stepping it up again. Now couple this with development engineers employed purely to work on the all-new two-stroke ranges for the future and things are looking positive for the hard-working factory.

The 2010 launch had a different atmosphere this year compared to previous times – it feels as though there's a confidence returning to Husqvarna, a confidence that comes from fighting results in both WEC competition and the world MX3 championship. Seb Guillaume is pushing hard in E3, Bartosz Oblucki is hauling in E2 and Antoine Meo is ripping it in the E1 class and these three stars, along with the MX3 duo of Salvini and Martin, are helping make for a happy factory..

The test was held at Faenza and a cool enduro loop which was used for the Italian cross country championships a few weeks earlier was in use as well as the full GP track. The main bikes for the test were the motocross TC250 and the enduro TE250. The TC250 was launched earlier this year and pocket rocket Tony Marshall ripped up the San Miguel track in Tenerife on it. The bike was then sold only to a few teams as a limited edition but now the 2010 version is arriving at dealers as you read this.





## TE450

The TE450 which I found myself on for quite long periods of the day due to groups of knob journos not bringing the new model TE250 back in time for test scheduling gave me a chance to reacquaint myself with the 2010 version of the bike I had ridden at Erzberg.

This one was slightly more enjoyable as the terrain suited the bike a little better than the Austrian mountain. There are limited modifications to the 450 for 2010 due to the development going into future models. The bike ran well and rides okay but it is simply too heavy in all departments. The handling is heavy and the stifled type of power made the bike in this form hard work to ride fast. For easy trails with a decent degree of comfort the 450 is okay but for hard racing be prepared to modify.

This bike is not a racer anymore as there are many bikes out there now working to a more modern and higher spec...

*The TE450 is a capable bike but a bit on the bulky side*



## SPECIFICATIONS

TE450 >>

<b>Capacity:</b>	449cc
<b>Bore and stroke:</b>	97mm x 60.76mm
<b>Transmission:</b>	Six-speed
<b>Fuel tank capacity:</b>	7.2 litre
<b>Front suspension:</b>	48mm Kayaba (300mm travel)
<b>Rear suspension:</b>	Sachs (296mm travel)
<b>Front brake:</b>	260mm disc
<b>Rear brake:</b>	240mm disc
<b>Seat height:</b>	963mm
<b>Wheelbase:</b>	1483mm
<b>Ground clearance:</b>	300mm
<b>Kerb weight:</b>	113kg



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## TE250

The main event of the test was the all-new TE250 and I was expecting a solid bike with no surprises as I'd already ridden the MX version and got a feel for it. And I was treated to what seemed to be an amazing race bike – not a stock machine but a race-prepped flyer!

It really did give a great feel right from the off on the enduro loop. It turned well, it revved hard, it made smooth transitional power all the way and beyond where I needed to rev the motor. The bike felt super-light in the technical off-cambered grassy corner sections and it simply whipped up and over one natural step-up out of an off-cambered turn with epic ease.

I wasn't expecting it but the new TE250 is a world beater when it comes to performance and I personally think it looks cool as f\*\*k as well. With the overall light feel and the motor working as it does, handling is easy to get used to – you simply hit everything flat-out and don't worry about it!

Controls feel good and the Brembo brakes give a smooth stop from the wave discs. The front light makes the bike look aggressive and the new rear LED light cluster with the small race number plate holder is cool (the road legal holder bolts on top of the race set up).

The fuel injection system delivers juice well to the tiny motor (when the battery doesn't run flat) and titanium valves guide the fuel on its journey to become exhaust gasses with a lot of help from the overhead twin cams. A six-speed gearbox keeps the drive coming from the motor to give the superb forward motion produced by this little package. All in all – and I know it's early in the new bike launch season – I reckon the TE250 is going to be hard to beat for the title of enduro bike of the year...



## SPECIFICATIONS

TE250 >>

<b>Capacity:</b>	249.5cc
<b>Bore and stroke:</b>	79mm x 50.9mm
<b>Transmission:</b>	Six-speed
<b>Fuel tank capacity:</b>	7.2 litre
<b>Front suspension:</b>	48mm Kayaba (300mm travel)
<b>Rear suspension:</b>	Sachs (290mm travel)
<b>Front brake:</b>	260mm disc
<b>Rear brake:</b>	240mm disc
<b>Seat height:</b>	950mm
<b>Wheelbase:</b>	1470mm
<b>Ground clearance:</b>	290mm
<b>Kerb weight:</b>	106kg



Husky's all-new TE250 is an awesome race-prepped flying machine



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 Husqvarna

# Happy New Year!



Andrea Bartolini, Husqvarna TC250 Development rider (and ex-World Champion!)

For Husqvarna riders 2010 is here already in the form of the new and updated MX and Enduro bikes. In stock now, including the all new ultra light TC250. Now is the time to change...

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Hants	- Husky Sport	01962 771122	Sussex	- Freestyle	01892 782288
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## TC250

The 2010 edition has some significant changes such as a swingarm shorted by 15mm for improved traction and turning as well as massive changes in the suspension department with the addition of closed cartridge KYB 48mm forks and damping improvements to the Sachs rear shock.

The super-light 22kg engine is up on power for better and more linear torque as well as a faster delivery. The bike weighs in at the FIM category limit so it really is a light bike and a credit to the factory. The TC250 incorporates all the changes that have been made across almost the entire range with the reinforced frame, integrated graphics in the plastics and new fork clamps.

The ride on the TC250 is smooth and easy with no major surprises. The track was hard in places and the little Husky hooked up and tracked its way around the various cambers and degrees of turn on offer. The power felt a little restricted and there seems to be more in the way of horsepower trying to get out of the motor. This will be an interesting bike to keep an eye on to see if it can get up and play with the world MX big boys in the four-stroke game as the 125 used to in the days of two-stroke GPs. Handling is massively improved with the Kayaba forks and these are a great addition to the range while the Sachs shock coped adequately even with my large frame.

The TC250 tears up the motocross track



## SPECIFICATIONS

TC250 >>

<b>Capacity:</b>	249.5cc
<b>Bore and stroke:</b>	79mm x 50.9mm
<b>Transmission:</b>	Six-speed
<b>Fuel tank capacity:</b>	7 litre
<b>Front suspension:</b>	48mm Kayaba (300mm travel)
<b>Rear suspension:</b>	Sachs (296mm travel)
<b>Front brake:</b>	260mm disc
<b>Rear brake:</b>	240mm disc
<b>Seat height:</b>	985mm
<b>Wheelbase:</b>	1460mm
<b>Ground clearance:</b>	325mm
<b>Kerb weight:</b>	97kg



Walker has a ball on the 125cc screamer



## OPPOSITES ATTRACT

TC450/CR125 >>

While I was at Faenza I also took the opportunity to ride the TC450 with the newly available hard parts fitted. This bike was a powered-up version of the stock bike and I really enjoyed the ride. Feeling lighter than the stocker with extra zap from the motor, although this is

no MX1 world leader it is a fun bike to ride with a planted feel and not too much aggression.

Probably my biggest surprise of the day was the few laps I got to turn on the screaming CR125. This little howling vehicle brought big smiles to my Irish

chops and it was a ball to get on the little brother in the MX range and listen to it scream at every available opportunity. To be honest the chassis and overall handling on the 125 was amazing and hitting every bump in a carefree fashion was cracking fun!



# TOOLED UP!

BUILDING ON A PAIR OF OUTSTANDING 2009 MODELS, HUSABERG HAVE FURTHER REFINED THEIR 450 AND 570 ENDURO MACHINES AND ADDED A COUPLE MORE WEAPONS TO THEIR 2010 ARSENAL...

**T**he launch of the all-new Husabergs last year was eagerly anticipated by us here at DBR and I was lucky enough to get to test the bikes on the terrain of the 2008 ISDE in a boiling Greece. The outcome was staggering with two incredible bikes in the 450 and 570 models which were easy to ride, great to turn, light in feel and smooth on power.

It seemed like there was room for a smaller capacity bike in the range and for 2010 the Austrian-owned Swedish brand has come up with the FE390 enduro model to cater for everyone from hard-riding extreme racers through to mild-mannered clubmen with a new level of ride and technology. And there's another new model in the Husaberg range – the FX450 which is primarily aimed at the cross country market where the riders are not required to have any street legality on the bike for closed course multi-lap events such as GBXC.

It's fitted as standard with a 19 inch rear wheel, handguards, Renthal bars, close ratio six-speed gearbox and stiffer suspension settings aimed directly at cross country racing. The FX is also targeted at motocross riders who want that smooth and easy ride week-in, week-out without the drama of hanging off the back of the bike like a line of wet washing.

The 450 and 570 FE models have been refined for 2010 with improvements in the motor including stronger gearbox parts and a reworked cam chain tensioner on all the engines as well as nitrated rings on the piston for longer life plus new oil control rings on the 390 and 450 models. Suspension has come in for an improvement in feel and the triple clamps off-set now runs at 22mm instead of 19mm for more positive steering and feel from the front wheel. The brakes have new improved pads, the chain is an ultra strong DID X-Ring to reduce friction and increase durability and the fuel tank runs an electronic sensor which displays a 'low fuel' light when you need to stop and fill up.

Words by Geoff Walker Photos by Francesc Montero and Herwig Peuker

*Geoff takes the new FE390 for a paddle – Husaberg's latest machine is a little belter*







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*A little more punch and the FE390 would be verging on faultless*



# FE390

*I'd been looking forward to the 390 since I heard the Berg crew were making it and I was gagging to throw my leg over it. And I wasn't disappointed with the 390 as it delivered almost all I expected and hoped for.*

*The power is smooth, the ride is amazingly comfy and every control is tip top in feel and function from front to back as you would expect from what is essentially a limited edition, super-desirable off-road bike. The only negative with the FE390 was a slight lack in punch from the motor. Don't get me wrong, this bike makes more than enough power for pretty much all situations and I am not talking about the speed of the bike at the top or mid-range, I just expected a little more of a free revving power from the stock bike.*

*These bikes can be re-programmed through re-mapping and if we had more time to play around with the bike I am sure the feel I was looking for on the day could have been dialled right in. The torque this bike produces is amazing, in fact it finds grip so well I managed to loop the puppy out on a rock step when running a little bit of sneaky 'off piste' action with Skippy the bush kangaroo catcher as riding partner...*

*There are hard parts available from Husaberg dealers for all the models including the 390 and the first port of call for what I think would be an amazing extreme bike would be the Akrapovic exhaust system. The development engineers from the Slovenian factory were on hand at the test and the power increases and weight savings available for the 390 and the rest of the range are looking good for 2010.*

## SPECIFICATIONS

FE390 >>

<b>Capacity:</b>	393.3cc
<b>Bore and stroke:</b>	95mm x 55.5mm
<b>Transmission:</b>	Six-speed
<b>Fuel tank capacity:</b>	8.5 litre
<b>Front suspension:</b>	48mm WP (300mm travel)
<b>Rear suspension:</b>	WP PDS (335mm travel)
<b>Front brake:</b>	260mm disc
<b>Rear brake:</b>	220mm disc
<b>Seat height:</b>	985mm
<b>Wheelbase:</b>	1475mm
<b>Ground clearance:</b>	390mm
<b>Kerb weight:</b>	114kg

# FX450

*As expected the handling and power delivery was smooth and very controllable on the FX. The lighter weight was immediately noticeable compared to the enduro models on the twists and turns of the MX track and the enduro loop. The gearing was tall but it encouraged a fast pace to keep the bike moving, even in the more technical sections of the loop.*

*The lighter weight also contributed to less clutch fade in the 40 degree heat of the Spanish sun when the going got gnarly. Rock steps were a blast on the FX as well as pretty much every other situation I could throw it at. If you are going closed course only then this weapon is one to consider – the suspension was positive and plush and at no time felt too stiff, just supportive when pushing hard as this bike encourages you to do. The MX track was also a good test and bottoming was never an issue on the jumps and cornering was a blast. This bike is not an arm ripper but it's designed this way and delivers the promised package with style.*

## SPECIFICATIONS

FX450 >>

<b>Capacity:</b>	449.3cc
<b>Bore and stroke:</b>	95mm x 63.4mm
<b>Transmission:</b>	Six-speed
<b>Fuel tank capacity:</b>	8.5 litre
<b>Front suspension:</b>	48mm WP (300mm travel)
<b>Rear suspension:</b>	WP PDS (335mm travel)
<b>Front brake:</b>	260mm disc
<b>Rear brake:</b>	220mm disc
<b>Seat height:</b>	985mm
<b>Wheelbase:</b>	1475mm
<b>Ground clearance:</b>	390mm
<b>Kerb weight:</b>	112.8kg

*The FX450 – light, agile and at home in all conditions*







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# FE450

The 450 is one of my favourite bikes and not a disappointment for 2010. The improvements made for next year are easily detectable straight away on the ride. The steering is light years ahead of what it was – and I thought it was great for this year – with the extra 3mm of off-set helping the bike turn even better. Superb!

The suspension seemed to work well in its action in most situations but the forks needs to be slightly stiffer for the speed the bike wants to be ridden at. The rear shock is cracking in its action and never caused a blink all day on the 450. Overall the FE450 has stepped it up again and I cannot really find fault with this bike as a package from chassis to motor to controls.

## SPECIFICATIONS

FE450 >>

<b>Capacity:</b>	449.3cc
<b>Bore and stroke:</b>	95mm x 63.4mm
<b>Transmission:</b>	Six-speed
<b>Fuel tank capacity:</b>	8.5 litre
<b>Front suspension:</b>	48mm WP (300mm travel)
<b>Rear suspension:</b>	WP PDS (335mm travel)
<b>Front brake:</b>	260mm disc
<b>Rear brake:</b>	220mm disc
<b>Seat height:</b>	985mm
<b>Wheelbase:</b>	1475mm
<b>Ground clearance:</b>	390mm
<b>Kerb weight:</b>	114kg

# FE570

The big daddy with a small feel features most of the same improvements as the 450 so the ride is again predictable and fun and you would not believe you are on a 570 machine when tackling technical sections of going on this big-bore weapon.

It tracks up and over everything with ease and when it comes to opening the gas on the beast it comes into its own. This bike is your low-down grunting friend and also your demon fire-breathing buddy when you are brave enough to give it full beans! Open your eyeballs wide and enjoy the world going by at a cracking rate of knots, then simply brake it down and drop into tech mode again. Great fun, very rideable and a blast in all terrains.

## SPECIFICATIONS

FE570 >>

<b>Capacity:</b>	565.5cc
<b>Bore and stroke:</b>	100mm x 72mm
<b>Transmission:</b>	Six-speed
<b>Fuel tank capacity:</b>	8.5 litre
<b>Front suspension:</b>	48mm WP (300mm travel)
<b>Rear suspension:</b>	WP PDS (335mm travel)
<b>Front brake:</b>	260mm disc
<b>Rear brake:</b>	220mm disc
<b>Seat height:</b>	985mm
<b>Wheelbase:</b>	1475mm
<b>Ground clearance:</b>	390mm
<b>Kerb weight:</b>	114.5kg

Husaberg have refined the already great FE450 for 2010



FE570 – the big daddy with the small feel



FE450





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After struggling at the start of the outdoor season Jake Weimer's shown he's got the speed to be a contender in the AMA Nationals







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Steve Cox is an American moto-journalist who follows the entire AMA SXMX tour. Since moving on from US weekly Cycle News he's struck out on his own to do the freelance thing and recently became one of

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Jake tops the podium at Thunder Valley flanked by Tommy Searle and Christophe Pourcel

**M**onster Energy/Pro Circuit Kawasaki's Jake Weimer has always been a good supercross rider – or at least a better one than an outdoor rider. And this year he nearly won the Lites West title, narrowly losing to Ryan Dungey.

Now, after a horrible start to the outdoor season, Weimer went out and won two races in a row at Colorado and Red Bud which means even if his title run is ruined for this year it looks like he's going to be a contender in the future.

**DBR:** You had some success with the GEICO Powersports Honda team prior to you switching this year, even winning the Phoenix SX in 2008. Why did you switch?

**JW:** "Well, that's a simple answer. Because I wanted to. In all honesty in 2009 I wanted to win a championship and I wanted to win races and I felt like that was the best place to do it. I think Pro Circuit has the reputation for having the best bike and I wanted to ride it. I just felt like that's where I wanted to be and that's where I felt like I could win."

**DBR:** It's not just the bike, is it?

**JW:** "No, the bike is a very small part of the puzzle. They are very, very organised, very helpful and whatever I need done, they'll do it. They're very

hands-on and communication is very good. I've done a couple interviews talking about this but they want the same thing I want – they want to win, just like I do. They understand that they play a big role in me winning so they're very helpful and very ambitious to make it happen."

**DBR:** People who were paying attention last year saw that you were on the verge of winning quite a bit but what changed in your life when you started winning this year?

**JW:** "In '08 I had a little bit of success both in and outdoors so it opened my eyes up a small portion to know what it's like. The more you're winning and doing very well, the more people want to talk to you and know what you're doing from day to day – off the track, on the practice track... Of course you get a lot of calls and I've done a good job of keeping my phone number fairly quiet but I do legitimately have a lot of friends call and congratulate me which is cool. But I'm sure it's the same way in any sport – if you're winning all the magazines want to talk to you and that's understandable."

**DBR:** But with winning come a lot of problems though and that's reality. We've seen it time and time again – more money leads to personal problems

sometimes and more pressure to keep it up...

**JW:** "For sure. I've seen people come from nothing and then become very successful and there are a lot of people in California who are always offering up things to do. When you're a young adult or maybe even a teenager and you came from basically nothing to all of a sudden having some success and people want to talk to you and you're making money it would be very easy to change as a person."

"Your lifestyle changes and your options change and I can see how that would be easy to have happen. I've done my best to try and stay true to who I am and where I came from and how I came up. It's something that's always been important to me so it's something I've been very conscious of whether I'm doing well or not."

**DBR:** And it gets you different fan bases. Some fans like the rock star racer like Josh Hansen or Josh Grant but some fans like the more blue-collar, down-to-earth rider like you...

**JW:** "And that's just how it goes. I'm not here to talk trash on anyone but if you want to hang out with chicks and get tattoos and party all the time, more power to you – but that's not who I want to be. I've always been taught to work hard and work for what you want and I stay true to that today." ♦





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**DBR:** You do have a very level-headed approach but what was going through your head at the beginning of the Nationals when you were getting beaten constantly and badly?

**JW:** "It's hard, for sure. It's part of the game and I wasn't happy with what was going on and I wasn't happy with how I was performing or what I was doing on the track. That's something that's very hard. There again, I think that's where having that mentality of pushing through what you want to do to achieve what you want, that pays off."

**DBR:** Having never been a title threat until this year do you think there was value in the experience – even though you lost?

**JW:** "Yeah, 100 per cent. No doubt about it. No-one knows what it's like to chase a title until they do it. It took me a while. It was my fourth year. It was a long time coming. It was a lot different to go to the races each weekend thinking about the championship instead of just that race. As amateurs growing up we just had individual races. There were no championships. To be in a title is completely different. Obviously, I wanted to win really, really bad but you spend a lot of time at home thinking about

it. It occupied a lot of energy. It's a lot different."

**DBR:** As a supercross guy to go out and win two outdoor races so far this year, what does that mean to you?

**JW:** "The two outdoor wins were huge for me. In supercross you have one Main Event, 15 minutes long and you get a good start and go from there. Outdoors, you aren't only doing a 35-minute moto, you've got two of them. You've got to do well in the first one and then back it up in the second one. There's no way around it. You have to be on top of it and do well and minimise mistakes to win an outdoor race. You don't have to be the fastest or best to win a SX Main Event but you do outdoors, for the most part. You have to do it two times."

**DBR:** You can almost luck into a supercross win with a couple guys falling but not outdoors.

**JW:** "Also, in supercross, the coasts are split up. They only race half the guys. Outdoors, everybody's together. In a supercross, if you have two people as your competition in a short race like that there's a very good chance that those people can have an issue and you're gone. Outdoors, there are those

two guys plus four more and you have two motos. For me the outdoor win was probably better than my supercross win."

**DBR:** So the plan from this point is to see how far you can climb and win as many as you can from here on out but you probably have to think about titles outdoors now...

**JW:** "Everybody wants to win. But wanting to win and believing you can actually do it are two different things. Now, though, I do believe it's within the realm of possibility for me to be a national champion."

**DBR:** How are you on a 450?

**JW:** "I don't want anybody to start talking trash because everybody does the same thing and says they're amazing on a 450 but I enjoy riding the 450 and I have fun riding it. I think at some point I'll probably be better on a 450 just because I don't ride out of control in any way. It's hard to say how you're going to do but I feel confident that I'll be fine on a 450. I ride one once in a while now and I feel good and enjoy riding it. I seem to be very smooth and calculated on it and use a lot of throttle control and that will help. I think I'll be all right."



With four rounds to run Chad Reed sits in pole in the 450cc division



# A T A L E O F TWO CLASSES!

CHAD REED'S SITTING PRETTY AT THE TOP OF THE 450cc STATESIDE STANDINGS BUT DOWN IN THE 250s RYAN DUNGEY AND CHRISTOPHE POURCEL ARE LOCKED IN BATTLE...

**C**had Reed came into the outdoors expecting a fight but quite a few of the top riders dropped out as the series barely got going. Still, Reed does nothing the easy way as has been shown throughout his career. Everything is a battle – but perhaps that's a characteristic of most racers? A frequent phenomena in motocross racing is the rise and fall of speed in proportion to the competition and Reed sometimes is one of these racers.

For example, during the 2008 supercross championship he started out giving James Stewart fits until round three when Stewart dropped out. From there Reed slowed down a little bit race by race until he finally got beat at Houston's round seven.

After winning five of the first six, Reed only won four of the last nine. Sure, he crashed and hurt his shoulder at one point but he was getting beaten before that.

Maybe this is why Reed says he expected a battle and would've preferred that Villopoto and Alessi stayed in the game or even that Stewart didn't sit out the series. If you ask Reed he says he actually expected to lift his game to battle it out with Villopoto.

Still, with the points lead going into Red Bud, Reed looks to rebound from a disastrous Colorado round and he grabs the holeshot to start the first moto. But Honda Red Bull Racing's Andrew Short passes him on the first lap. Monster Energy Kawasaki's Ricky Dietrich runs third in front of Short's team-mate Ivan Tedesco, Michael Byrne and JGR/Toyota Yamaha's Josh Grant.

It takes until lap 11 of 15 before Reed finds his way back by Short for the lead and by then Grant is on both of them, passing Short with two to go and then setting out after Reed. On the last lap Grant catches Reed but can't find a way around and Reed takes the moto

victory over Grant, Short, Tedesco, Dietrich, Cody Cooper, Byrne, Tyler Bowers, Jimmy Albertson and Nick Wey.

Tedesco leads moto two over Short, Reed, Grant, Byrne and the rest but Grant makes quick work of the leaders, moving past them through the field and into the lead. Short hangs on for second in front of Reed as Grant takes his first-ever 450cc overall win.

In the 250cc class, coming off of his first-ever outdoor victory in Colorado only a week earlier, Monster Energy/Pro Circuit Kawasaki's Jake Weimer takes the holeshot in the first moto but loses the lead to Rockstar/Makita Suzuki's Ryan Dungey on the second lap. Weimer chases Dungey for the duration of the race but can't get close enough to strike. Dungey takes the win over Weimer, GEICO Powersports Honda team-mates Justin Barcia and Brett Metcalfe and





Brit hero Tommy Searle is just eight points off third in the 250s



Ryan Dungey wins three races from the last four to tie Christophe Pourcel for the 250cc series lead

Muscle Milk KTM's Tommy Searle.

Searle's team-mate Martin Davalos gets the holeshot in moto two and leads the first five laps of the race from Weimer's team-mate Christophe Pourcel who went down in the first turn in the first moto and finished eighth that time out. Pourcel takes over the lead on lap six and Searle follows him through for second, followed soon after by Metcalfe and Weimer. That's how the moto finishes out, too, with Pourcel taking the win over Searle, Metcalfe, Weimer and Davalos. Weimer takes the overall with a 2-4 score over Pourcel's 8-1 and Searle's 5-2.

Reed comes into Millville hoping for something better and he gets the first moto holeshot. Smooth sailing, right? Wrong! Grant catches and passes

Reed early in the moto and while Reed pushes Grant for the rest of the race he can't get by. Grant takes the win over Reed, Byrne, Hahn, Tedesco and Short.

In moto two Tedesco gets the start, although Reed quickly works his way through the front few riders to lead the charge by lap three. Meanwhile, Grant picks himself up off the ground in the first turn. From there Reed is never headed and he leads home Tedesco, Millsaps, Byrne and Short as Grant finishes 10th.

Millville is Dungey's hometown track and he grabs the win in both motos going away. It marks the first time Pourcel fails to win a single moto at a National and Dungey pulls to within three points of Pourcel in the championship chase.

When the AMA circus pitches up at Washougal Reed leaves nothing to speculation.

In the first moto he gets the holeshot over Matt Goerke, Hahn, GP visitor Clement Desalle, TLD/Lucas Oil Honda's Jake Moss and the rest of the field. Grant starts the race outside the top 10. Hahn moves into second early on while Desalle moves into third but neither can gain any ground on Reed. Reed leads the whole moto and wins it over Hahn, Desalle, Goerke and Grant.

Grant gets the holeshot in moto two and begins to check out right away. The only rider that can stick with him in the early stages is Jason Lawrence who finished 10th in the first moto. By the time Reed gets into third the front two are gone but Reed begins reeling them in quickly and within six laps he's in



## SERIES STANDINGS

### 250cc

1	Christophe Pourcel	337 points
2	Ryan Dungey	337
3	Brett Metcalfe	251
4	Tommy Searle	243
5	Jake Weimer	215
6	Justin Barcia	210
7	Broc Tickle	199
8	Blake Wharton	198
9	Tyla Rattray	175
10	Trey Canard	139
15	Max Anstie	107
17	Steven Clarke	75

### 450cc

1	Chad Reed	337 points
2	Josh Grant	272
3	Andrew Short	267
4	Ivan Tedesco	258
5	Michael Byrne	207
6	Tommy Hahn	171
7	Cody Cooper	157
8	Justin Brayton	152
9	Nick Wey	149
10	Mike Alessi	142
34	Adam Chatfield	17

Andrew Short holds down third in the 450cc title chase



Jason Lawrence has been off the boil for most of the season but he comes good at Washougal with third overall

the lead. It's a plainly dominant performance from Reed with a 1-1 score.

Second overall goes to Grant with a 5-2 score and third goes to Lawrence, believe it or not, with a 10-3 score. Jagermeister KTM's Justin Brayton is fourth overall with an astonishing 9-8 score with Michael Byrne getting fifth with a 15-4. So at the end of the day Reed extends his lead to 65 points over new second-place guy Grant.

When the first 250 moto leaves the line at round eight in Washougal, Washington, it's GEICO Powersports Honda's Blake Wharton with the holeshot over Dungey and the rest of the field. Weimer is

involved in a pile-up in the whoops on the first lap and remounts nearly last and Pourcel gets started nearly last himself.

Wharton holds off Dungey for the first six laps of the moto and then after Dungey makes the pass falls back into the clutches of Canidae/Motosport Kawasaki's Kyle Cunningham. From the back of the pack Pourcel can only catch up as high as eighth while Weimer gets up to 10th. Dungey takes the moto win followed by Cunningham, Wharton, his team-mate Brett Metcalfe, Division 7/Star Racing Yamaha's Darryn Durham, Muscle Milk KTM's Tommy Searle, Broc Tickle, Pourcel, Max Anstie and Weimer.

Pourcel is quickly into the lead in moto two and he checks out. Meanwhile, Dungey starts at the tail end of the top 10 and slowly works his way to the tail end of the top five before crashing – twice. Even after two crashes he charges his way back up to the rear wheel of Metcalfe and nearly passes him for fourth.

Pourcel wins the moto over Weimer with Wharton, Metcalfe and Dungey rounding out the top five and Dungey takes the overall win with a 1-5 over Wharton's 3-3 and Pourcel's 8-1. So Pourcel and Dungey leave Washougal tied atop the points standings with 337 points apiece – an identical number to Reed's current total in the 450cc class.





Mighty Max #119 gets a great jump out of the gate in race two at Red Bud

# AIMING HIGH!

NOW HE'S BROKEN INTO THE TOP 10 OUR EX-PAT AMA ACE IS SETTING HIS SIGHTS ON A PODIUM...

Words by MAX ANSTIE Photo by STEVE COX

**T**o be honest all I've really been doing since the AMA Nationals started has been to train, ride and prepare for each event. So here's how I got on at my most recent nationals.

The Red Bud facility was renowned to be the best track on the AMA outdoors schedule. And to be honest, out of all the ones I have been to so far, it certainly didn't disappoint! In timed training I found myself feeling comfortable almost at once and managed to put in a great time to put me in sixth going to the line.

I got a good jump out of the gate and would have been in about fifth going into the first corner but some Yam rider decided to take a dirt sample and left his bike in front of mine. I nearly got over him and his bike but Pourcel managed to get his bike wedged in my back wheel. So while his 50 Kawasaki helpers came to his rescue and got him on his way it took me another 30 seconds to start my bike. I got going again and was riding good but was mainly saving energy and looking at lines for the second moto.

I made the decision to go high on the gate and obviously the series leaders knew something I didn't because as the tractor driver was grooming the start area and first corner he left a nice hard unripped part right down the inside! But that didn't matter and I got out to a sweet start and found myself in fourth going around the first corner. Within the next few turns and jumps I actually managed to pass Pourcel but the Dungey took a tumble and Pourcel slipped by me again. I was still in third and going into a long sandy whoop section when fellow English rider Tommy Searle tried to bang his way past me.

We were even going into the next 180 degree corner and as Tommy was on the outside he decided to rail the rut even though I was in his path. So we had a little bar banging and no-one went down but this allowed the pack to close up on us. Tommy made a break and got away while Metcalfe and Weimer were both trying to make attacks. Just

before the huge LaRocco's Leap Metcalfe got by me and hitting the jump fifth gear wide open I launched myself into orbit. From then on I was getting in the mix with Weimer and Metcalfe. Eventually I broke away from Barcia who was sat behind and was catching Davalos (who holeshot) but just didn't have enough to get around him. So putting in a strong moto I ended up sixth!

Next up was Millville and the track was sweet and the weather was nice too – not too hot like it has been in California. I did okay in timed training but a mechanical issue pushed us into having to change a motor just before moto one.

A horrible start put me back a long ways and I found myself struggling to get into the feel of the new motor. Finally, about halfway through the race, I started picking it up and felt a bit better. I passed nearly 20 guys I got myself into 12th and could see that I was actually catching the guys in front, I just didn't have enough time.

I made a perfect jump out of the gate in moto two but got pushed out in turn one and was in about 14th... I strung together a load of attack passes and got myself into sixth where I was battling with Metcalfe and Tickle for over half the moto. With about five laps to go I made a mistake in the infamous whoop section and nearly ran the whoop monster over on my way off the track. Weimer managed to slip by and I was under attack from another Kawi rider, Searle and a Yam rider.

For the next two laps I held them off but a mistake with two laps to go allowed the Yam and the Kawi to get around me. Still, I managed to hold off Tommy for the remainder of the race. I got really tired at the end of the moto but was pleased that I was battling for about fifth for quite some time but at the end I knew if I was to try and go any faster I would have crashed. I had some scary moments!

Finally this month we were at Washougal. The track looked awesome and the massive pine trees made for some good obstacles to miss if you went

off the track. Unfortunately, I found out in practice the track was a lot slicker than it looked and in timed training I went down on my fast lap leaving no room for another lap so I was placed in 15th to the line.

I managed to get a real good jump off the gate and found myself in fifth in the early stages. I made some swift passes and got into third behind Dungey. For the next five laps I really showed myself how I could ride and only really lost a few seconds on the leaders. As the moto wore on my physical size and age started to take its toll. I had some really good battles along the way but slipped back to ninth by the end. For me this was a solid ride and I was just looking to finish inside the top 10 both motos.

Another good jump in moto two put me right in the mix going up horsepower hill. And for the next five laps again I rode strong and held my own out there. On about lap six Justin Barcia tried to make a pass but I shut him down and made another charge for three laps. I managed to edge out a three-second lead on Barcia who was in seventh but the last few laps I grew weaker and wanting to finish inside the top 10 without going down meant Barcia got around me and so did Yamaha rider Broc Tickle on the last lap.

It was a great accomplishment for me to see my name in the top 10 overall. I have been working hard and each week I am getting a little stronger. Everyone who was in front of me has been on the podium some time this year. So it's soon to be my time. I'm only going to keep getting stronger and only going to work harder. I have a little break now for two weeks until we go into the home run and hit out the last four Nationals.

**PS** I've just had word in that I will be racing the X-Games supercross coming up this weekend – that's going to be exciting especially as I am racing alongside the 450s and Bubba!

Max





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# THESE THINGS I KNOW...

WITH THE AMA NATIONALS WINDING UP OUR INDUSTRY INSIDER SHARES HIS VIEWS ON THE SHAPE OF THINGS TO COME

Words by STEVE MATTHES Photo by STEVE COX

**W**ith four races left in the 2009 Lucas Oil AMA Pro Motocross championships these are things that I think, nay, I know to be true.

I know that Chad Reed deciding to race the outdoors might be the best decision he has ever made. When the two-time supercross champ hemmed and hawed about whether he should jump into the series it was thought to be at the time a passing fancy. After all, Suzuki is known to be short on cash and Reedy's deal was a SX-only thing. When he lost that title at the last round the gears probably started to spin inside his head. Bad economy, no contract for next year, didn't win SX – I think I'll race outdoors!

And he's now, barring complete Chernobyl-style meltdown, going to win the 450 championship. I thought it would take him a few races to get up to speed and after Villopoto went down he was my pick. But then the #800 was dominating and I know in talking to Chad right after Texas he was big-time worried about the points he was already down. But, like so many times before, the moto gods smiled on the Aussie and riders either got hurt (Alessi) or faltered for other reasons (Short) and here we are.

Yes, Reed has benefited big-time from his competition getting hurt but staying healthy is a skill and Reed has always had that. I say good for the #22 and good for motocross. Did you know that Reed goes and insures himself to win every title? Yep, Lloyds of London will apparently take policies out on anything and after they calculate a premium for Chad, he slaps it down on himself winning the title. When I asked him what it was he just smiled and said "a lot". Mr Lloyds of London better be getting that chequebook out methinks.

I also know I'm a freelance journalist whose biggest client is Racer X (whose sister company – MX Sports – runs the Nationals) but I truly believe the changes in the motocross series have almost all been for the best. The Saturday move is great, the loss of one day of practice (although bitched about endlessly) has proven to be moot, the TV and internet coverage has been great and overall there has been a feeling of fresh air being breathed into the outdoor series. The series isn't perfect (inconsistencies in rulings and confusion on the new wheels on the ground flag) but the open

communication between the teams, riders and series will pay off in the end. I personally don't like the small numbers on the side plates but if they help the teams make money then great. The Nationals had grown stale over here and the changes have been great. Seriously.

I think I don't know what to think about Davi Millsaps and his desire, skill and problems riding a motorcycle really fast. He looks like he can do it (Millville) but then goes out and has races like Washougal where he goes from third to seventh.

I think that the 250 class has been simply amazing drama. Neither Ryan Dungey nor Christophe Pourcel can grab this thing by the neck and take it home. Dungey seems to be rattled more than Pourcel who has just had bad luck. It seems that if Ryan goes down or gets a bad start then s\*\*t is going to go bad. When he checks out early there is no problem. I don't know who is going to win it and I don't care, it's going to be great.

I think that we knew those two would be the men in the 250 class and therefore the rider I'm most impressed with is Justin Barcia. The 16-year-old has come out of the amateur ranks and been a real treat to watch. I feel like I should go over and keep putting quarters into his exhaust to make the monkey keep riding. He's got a style like no other and is so entertaining to watch. I can't wait to see what this kid can do in supercross. He's going to be sick.

I think that Mike Alessi must really be wondering what he did to the moto gods to deserve his fate. There's no way that they hold the 'Believe the Hype' shirts to him still, is there? Mikey boy was on his way to this year's title when a practice crash put him out. Did you know that he has finished second in the point standings four times? And I'm counting his penalty at Glen Helen that pushed him to third because, well, just because. Oh and I'm also counting last year when he was second by a mile before he got hurt.

It now looks like Mike is on the outs with Suzuki and is slowly running out of teams. Honda won't have him back, KTM would rather burn down their HQ then take him back and now his act has worn thin at Suzuki. That leaves Yamaha (which is in talks with him) and the option that I think will happen and has been discussed by his dad. A private team with his brother Jeff and Tony running the show. I feel for

Mike but until he learns what RV, Bradshaw, Windham and Lusk all learned there won't be many changes.

There are so many thoughts out there on the track preparation for the Nationals and they're all good opinions. I believe that there is no right or wrong way to prep the tracks. For a long time they were left alone and Ricky Carmichael would go out there and destroy everyone. That's fine – that makes for tough men – but you have to remember these 450s are heavier, faster and have more torque than the old 250s. This produces a rougher track than in years past. Also, the four-strokes tend to keep following you in a straight line when you go over the bars. It's like God's little way of punishing you for all your past sins.

I'm for the grading but understand the 'I walked to school uphill both ways' people. That is, after all, what motocross is. The roughest, gnarliest sport out there. Look, we didn't grade them for a long time so let's try grading them now and see what happens. Many times when the leader in NASCAR is checked out there's a debris on the track flag thrown to bunch everyone up again. Maybe they know that the fans want to see racing? Trust me, the smooth tracks produce great, great racing. Look at the second 250 moto in Lakewood for proof.

I know that Andrew Short and Tim Ferry picked the worst season to have a down year as a healthy Ferry/Short would be right up there with Chad battling it out. But then again, a healthy Ryan Villopoto would be half-a-track ahead.

Finally, I know that Team USA is real close to being Team No-Show but will end up going in some way, shape or form I believe. The money just isn't there to send the whole kit and caboodle that we did in years past (I say 'we' even though I'm Canadian because I want to be associated with a winner) and that's fine. You don't need security, a fenced in compound and 20 people per rider. Send Roger De Coster, an assistant team manager, three mechanics, three suspension guys, three motor guys (or less if two guys are riding one brand) and there you have it.

Team USA on a budget is better than no Team USA and I don't care if they win or not, just show up damn it!





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Words by Geoff Walker

## STARTMEUP!

Hi Geoff,

I'd just like to start by saying how much I enjoy reading your section of the mag each month. It's always the first part that I turn to as I've usually got something or other that's causing me sleepless nights.

My current problem is with my 2006 RMZ450. When it's running it is fantastic – faultless even – but that's once I've got it started! From cold it starts without a problem – second or third kick – and from hot it doesn't seem too bad as long as you start it straight away. My real problem is getting it restarted when I really need to – on the startline.

If I turn the bike off when I line up there's no way it will restart normally although if someone holds the bike up so that I can get up on the pegs I can normally get enough power to kick it into life. It's actually making me miss the starts. In fact, I have a little unwritten rule with our starter. If I'm still there when everyone's gone, he comes over to hold the bike up for me. By that time it's too late – everyone's gone, I've missed the best part of the race and I'm absolutely knackered.

I absolutely love my racing but this is really demoralising. I've checked the timing, valve clearances, changed the plug, stripped and cleaned the carb but I can't find anything wrong. If you have the answer I would be really, really grateful.

Joe, via email

Obviously you are used to starting a four-stroke bike by now – more used than most of us by the sound of it – so you won't be giving it handfuls of throttle when trying to start the bike while it's hot so I'm assuming you've got the correct technique dialled in!

Make sure the hot-start is operating correctly on the carb and use this while trying to start the bike when warm as it's designed to lean the fuel cycle through the vessels in the carb. On the more mechanical side you may have to remove the head and start by checking the valves to make sure they are seating correctly as if they are not the pressures in the combustion chamber will be negatively affected.

If the bike feels a little low on compression you could even have a hairline crack on top of the piston making it possible to start only with a maximum effort kick. Make sure your exhaust pipe has no cracks and is sealed to the exhaust fixing point and that your tailpipe packing is in good condition to ensure the correct amount of back pressure in the system. An empty or burned-out tailpipe can effect starting performance.

You are not at the bump-starting stage to get the bike running so it doesn't sound like it should be too serious – when you have to strap the puppy to a Transit and tow start it then you are in serious trouble...

## RATTLE!HMMMM...

Hey Geoff,

I hope you can help? I have a CRF250 '08 model. I have been riding it in a couple of longer off-road events lately as well as practising most weeks. I changed the oil about six weeks ago so all should be good as I am a bit handy when it comes to the mechanics of a motorcycle. The bike has started to rattle from the engine but it still starts pretty easily. Like I said, I am no fool when it comes to bike work but any help would be good so I can fix the rattle

Gerald, via email

*It sounds like nothing should be going wrong as you seem bang on it with your maintenance! I will have to say though that you should probably change your oil and oil filter every six hours and your oil every three on your CRF if you are riding MX or cross country style events.*

*The engine is split into two separate oil departments with the gearbox oil being separate to the motor oil and the motor oil side of things burns off quite quickly with heavy usage so you need to keep an eye on that if you are doing longer events. I would say the most likely problem to cause your rattle is the lack of oil in your engine resulting in a dryness on the big end making it rattle like a rattling thing.*

*If you are very lucky it will only be the big end which is damaged as if you have let the oil get low the piston, cylinder, valves, head etc etc could all be scrap.*

## CLUNKER!

Hi Geoff,

I wonder if you can help me. I have a Kawi KDX200 and when I am hitting the jumps at my local riding spot I can hear a clunking noise when I take off. Any idea what this could be?

Anthony, Cornwall

*The problem you are having with your forks is known as 'topping out' – this is when the forks cannot keep up with the damping forces required to control the stroke of the fork and it works too quickly when you leave the up ramp of the jump.*

*It sounds like your case is quite bad so you may need professional help with them as there may be some damage inside the forks as it sounds like you have metal to metal clunking. The bushes may be damaged and you are low in fork oil height by the sound of things. I suggest you take your forks to your local dealer for a service or if things are a little bit credit crunchy try setting the fork oil height with the forks removed, the fork tops off, springs out and legs compressed.*

*Set the oil height after pumping some fresh oil into them to the specified level in the manual. Maybe go for 10 or 15 weight fork oil if you are going to continue jumping like a legend upon the factory KDX.*

## POPPIN'TWO-SMOKER!

Dear Geoff,

I would like some advice on my '08 125 model. It has an Athena 144 kit, FMF Fatty and Power Core exhaust system, V-Force reeds and VHM head. The problem is when flat-out it pops like a four-stroke and everything I have tried to cure it hasn't worked unless I go back to the 125.

I run the bike on BP 97 octane fuel and Putoline at 40 to 1. The main jet is 460 and the recommended piston height is 1.1 which I have tried. It still pops so it's set now at 1.4 which it runs much better with the two base gaskets tip from you and your 250 KX way back when. But it still pops. Then Athena came up with a head gasket to lower the compression and stop it blowing o-rings but it runs crap and still pops – any advice would be welcome...

John, via email

*You don't say which bike you have. Is it a Yamaha? I will assume it is a YZee. If you are running with the recommended piston height/squish etc you should not really have a problem as long as the gaskets/o-rings are tip top and the correct volume insert is in the VHM head.*

*Maybe check for air leaks around the reed valve and maybe try refitting the standard unit to test. If you have raised the cylinder you are changing the port timing and you will lengthen the power and reduce compression. The problem could be to do with manufacture as if the port heights etc are not made correctly in the Athena cylinder you will have no chance of making it run correctly. Check with your dealer to see if they can get a diagram of port heights so you can check if the cylinder is indeed manufactured correctly.*

*Another thing to try would be to lean the jetting off slightly and do some plug checking. You will need a used plug and you are again looking for a nice tanned colour on the tip area of the plug. Try an NGK B8EG plug if you have one and run the bike quite hard and cut the engine quickly before you check the plug – this will allow a true plug reading as if you cruise back at low revs to your tool point the plug will give a more oily reading.*

## WALKERYOUWANG!

Dearest Godfrey, An insufficiently tightened Why are you such an angry man? Why, when asked to answer just a few more letters for your column, do you resort to name calling and the like?

If anything I feel this makes you, in fact, the 'wang' and not me. You wang!

Sean, Morecambe

PS What is a 'wang'?

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## MAICOMAN!

Dear Geoff,

I am hoping you can help me. I am quite new to the twin-shock racing scene and I am absolutely having the time of my life on bikes again after getting a bit stale with modern racing. The atmosphere is friendly and I am enjoying my 490 Maico as much as I can.

I have one small question – is there any way to make the bike start easier in the morning? I turn the fuel on etc etc and kick the thing for ages before it fires up! Help!

James, Kent

*It sounds like you are only suffering from a small amount of inside knowledge with the big Maico. The key to getting the weapon started first thing is to simply turn the fuel on, then take the bike off the stand and lean it right over until the handlebars are about a foot off the ground. This will open the floats up and cycle some fuel around and out of the overflow giving you uninterrupted fuel flow when you lift the bike back upright and kick it into life with ease.*

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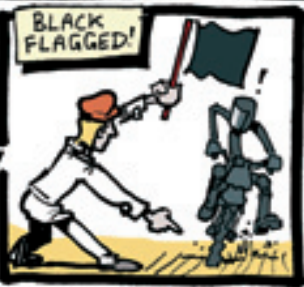
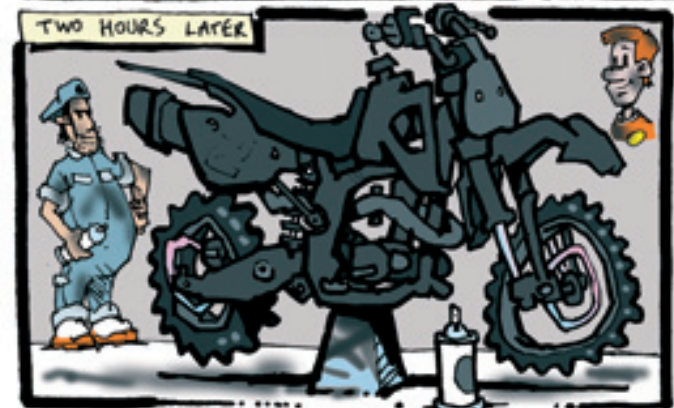
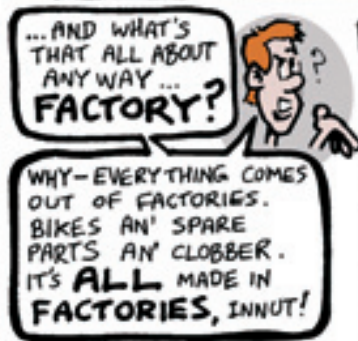
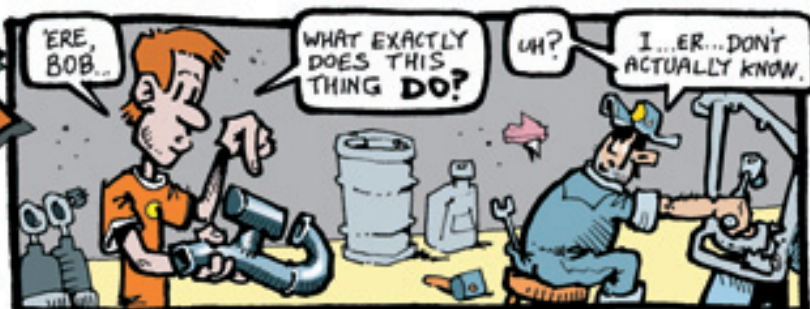
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# LUCKY CHARMS!

DO RITUALS AND ROUTINES ACTUALLY HELP OR HINDER A RACER'S PERFORMANCE?

Words by Neil Drew

**W**e have all heard of stories of bizarre rituals or routines that some competitors have in preparation to compete – a well known one is that Ayrton Senna used to wear his race gloves inside out – and everyone will at some time or another have developed or will develop a routine or ritual. Some will be productive, others will be less than productive and some can even create anxiety because they could be based on superstition.

You may already have your own routines or rituals – these could be as simple as making sure that your boots go on in a certain order, wearing a particular type or colour clothing, even wearing a particular type of jewellery. Often rituals and routines can become extremely complex to the point that they include certain things that can be said by others, certain routes to be taken, a complex structure of preparation that could start many days before the event and extend to the final flag.

There are many elements to consider here.

There is the day before, sleep, the journey to the event and then the all important competition day pre start. Although these are important and we will touch on them all, the main purpose of this article is to look primarily at competition day itself and to explore potential problems with some of the routines or rituals that you might have.

I'm not against having any routine or ritual, in fact I encourage them but only on the basis that they are an aid to a positive mindset and attitude in the run up to compete or that their intention is to recreate the ingredients that went into a past positive performance. If they're based upon superstition or the avoidance of a past negative performance then it's a problem.

For example, if the routine starts the day before and is about making sure that the equipment has a final check that's good, if it includes the kit bag being loaded in a certain order so that the item that you want first is on the top and the item you need last is on the bottom then that too is good. If you can leave for an

event knowing that everything is organised and that you haven't got to devote a single thought to anything involved in the preparation then it means that you have one less thing to create stress or anxiety and that's always good and positive.

Then we have sleep. If a sleep routine involves getting a certain number of hours of quality sleep then that too is good. Rather than laying in bed worrying whether everything is going to be ready you will need to be organised in advance so that you can drift off without any negative thoughts about your preparation creeping in. If the night before you are in a habit of thinking about all the things that could go wrong then you will need to become aware of this and think the exact opposite or refer back to the article on how to relax and control your ability to drift off to sleep.

Next there is the morning and journey. The journey needs wherever possible to be relaxing and it needs to be at all costs without any





tension. Sometimes you could be travelling with someone with whom you have an issue or some sort of tension – in that case it might be a good idea to adopt a routine where you put on some headphones and listen to some music.

Then we have the actual lead up to the event itself – this is perhaps the most important time for creating the correct mindset that is going to help you to get the kind of results you are looking for. Before we get into the nuts and bolts of rituals and routines we need to take a brief look at the ways in which they are created.

We compete and if the outcome of the competition is successful then we analyse what we did differently. We consider all the elements and if we find something that we did differently then we very often attribute our new found success with whatever it was and so the connection is made and the new element of our routine is included.

Sometimes this can include a certain number that we rode with, a certain start position, a

certain piece of music that we have listened to and so on. This is where Ayrton Senna got his inside-out glove ritual from because he had success and didn't realise until he came back in from his race that he had put them on inside out. After that he never raced without inside-out gloves.

There are two types of these rituals – those that are productive and those that are based on superstition. So far you'll have a good idea about those that are productive so now let us explore the types that are unproductive and based upon superstition.

A routine or ritual can also be negative if it's born into existence because of survival. For example, if a competitor is scared of racing but gets through an event without any harmful incident they often attribute it to something that they're wearing or some form of pre-race ritual. If the element is included into routine it's possible to trigger a negative mindset that competition becomes about survival rather than

about success.

How is it then that you can apply this to yourself? Firstly you need to think about all of the individual elements that you feel you have to do that you do regularly without fail. Then you need to think about why you do them. If you discover that any particular thing you do or wear is based upon past success then keep it. If you discover that any element came about in your routine because you were superstitious that if you didn't have it something harmful might happen then you need to consider ditching it and doing something else more positive. If however the thought of taking it out of your routine creates anxiety then you best keep it and focus your mind on getting better results and finding things to attribute them to such as your ability as opposed to a habit or superstition.

A final thought. If you do the same thing over and over again you are likely to get the same results – do something different and you are likely to get different results.





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# KINGS OF THE CASTLE!

DESPITE THE AGE OF MOST OF THE COMPETITORS AND THE MACHINES THEY'RE RIDING IT'S GREAT TO SEE THAT THE TWIN-SHOCK SCENE IS ALIVE AND KICKING AT RACE MEETINGS NATIONWIDE LIKE THIS ONE AT FARLEIGH CASTLE...

Words and photos by Mark Turner

When I got an invitation by text to 'come down and watch some proper scrambling at Farleigh Castle' from my mate Andy Gregory I wasn't sure what to expect but I sure as hell wasn't gonna miss out. To any motocross fan over the age of 30, Farleigh Castle needs little introduction as it was the scene of numerous classic 250 and 500cc grands prix from the '70s and '80s and regarded by many as the best natural circuit in the world!

The scrambling Andy was referring to was the annual King of the Castle twin-shock meeting hosted by the Herefordshire twin-shock club. It's been a long time since I attended a twin-shock event and as I turned off the A36 and down towards the track's main entrance I was surprised to see the pits full with race trucks and camper vans. It looked more like a British championship event had rolled into town rather than an event where the majority of bikes racing were over 30 years old and the riders even more ancient than that!

Despite the name, twin-shock motocross caters for many more bikes than you'd think. Naturally, bikes up to the late '70s have twin-shock suspension as standard but with the introduction of the Evo class (pre '89) it has opened up the opportunity for many more racers to become involved. Walking through the pits is a real eye-opener in itself with a vast array of bikes spanning many an era – BSAs from the '60s, CCMs from the '70s and the iconic Maicos from the late '70s and early '80s all coming to the line with a little bit of history engrained in each and every one.

Another thing of note that you don't always see at a modern motocross event is the number of bikes and spares for sale. Spares for these old machines are on sale here in abundance and if you need a rear wheel for an '81 Maico, a carb for an '81 RM125 or a coil spring for a Buzzer it's not a problem. I was beginning to see the attraction to twin-shocking – cheap bikes, spares readily available and a general air of community spirit. This event was grassroots motocross at its very best.

With the now unfamiliar sound of 40 or so two-strokes going out for their practice session I stumbled across the aforementioned Mr Gregory sat in a camp chair with a roll up on the go. He'd just finished his practice session and wasn't happy. "I don't like it out there and the front forks are hopeless." He's the perfect example of the weekend warrior. Racing since 1976, this haulage contractor from Somerset whose career peaked in 1989 with qualification for a British 125cc round against the likes of Jamie Dobb and Ryan Hunt has been there and got the t-shirt.

With the option of either changing the forks

(serious stuff) or adjusting the ones in the bike (a more sensible option you'd think) the latter was opted for in the small hope it would make some difference. His chosen steed for the weekend's a 1981 Yamaha YZ250 complete with Fox rear shock and a handmade ally fuel tank. The bike certainly looks the part. "The 250 suits me down to the ground and so it should do after spending around £4000 to get it to its current state!"

So with everything in place (sort of) it was time to go racing. Race format for the two days is simple and effective – each group is given a pair of five-lap races on Saturday and again on Sunday. Once the racing was under way one thing was apparent – these guys were here to race.

It's awesome watching guys like Carl Pope ripping it up on his 1968 BSA smooth as you like, ex GP hero Pete Mathia on his Maico and of course the legend that is Graham Noyce. Still a twin-shock regular, Rolls Noyce probably knows his way round Farleigh better than anyone else and now into his 50s seems to be content running inside the top 10.

For our man Andy moto one doesn't go too bad. With around 40 riders on the gate a good start sees him running with the leaders for a few laps until the dreaded arm pump sets in which causes him to slow – a midpack finish isn't too bad considering. Moto two doesn't go quite so well after an attempted second gear start sees the bike bog down off the line. From that point playing catch-up is the name of the game. "I thought pulling a second gear start would get me a holeshot but she just died – I need to sort the gearing out," says Andy using excuse number 22 from the well-thumbed book called 'Why I Didn't Win'.

With the day's proceedings drawing to a close, the conversation back at the truck was focused on the night ahead and mainly what time the beer tent opened. Apparently it wasn't soon enough so my van was commandeered and they high-tailed it off into the distance to the nearest Tesco to stock up on beer, vodka, spirits and pies. I was left to watch a dodgy copy of the 1979 world motocross championship complete with '70s porno soundtrack. That just about summed the whole day up! But while waiting for their return it gave me time to reflect. With a quality venue, quality racing and a well organised event with rider numbers up around the 400 mark, it's obvious that the twin-shock scene is alive and well and long may it continue!

For the concerned among you Mr Gregory did return safely with supplies aplenty, the beer tent did eventually open and a good night was had by all – so much so that Andy didn't make it to the starting line on Sunday! Good work fella!



Andy and his '81 YZ250







Andy Gregory #465 slugs it out mid-pack at Farleigh Castle

## QUICKIE QUESTION TIME

### TWO TICKS WITH TWIN-SHOCK RACE PROMOTER DAVE KING

**DBR:** While wandering the pits I happened to bump into Dave King. In vintage motocross circles Dave needs no introduction and is a massive MX fan, so much so that he's taken on the task of promoting what could well be the biggest international vintage motocross event staged anywhere in the last 20 years – the 2009 Vets MXdN Nations Cup!

**DBR:** There seems to be quite a buzz about this race – how did it come about?

**DK:** "Basically I wanted to stage an event to mark the 20th anniversary of Dave Thorpe's last 500cc world title and for many years a number of us have had this idea of staging such an event at this venue [Farleigh Castle]."

**DBR:** So who can we expect to see here at Farleigh on September 5/6?

**DK:** "First of all we shall be running some parade laps with Dave Thorpe, Graham Noyce and Jacky Vimond all hopefully riding their championship winning bikes. For the racing it will run the same as the present day MXdN format with each country fielding a three-man team but using twin-shock machines. With names such as Mathia, Noyce, Karsmakers, Herbert Schmitz all signed up I'm really looking forward to it."

**DBR:** Is it correct ordinary racers can be involved too?

**DK:** "Definitely! We shall be running races for the following groups so take your pick! Twin-shock over 40, twin-shock under 40, four-stroke open, classic pre-65/74, Evo open, Evo up to 250 and a vets modern group too! Entries are still available from [pcm.steadman@homecall.co.uk](mailto:pcm.steadman@homecall.co.uk) or by calling 01179 570997 or 07767 205198.



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# FLAT OUT!

BLIGHTY'S BEST MX1 AND MX2 RACERS CONVERGE ON CANADA HEIGHTS FOR SOME FURIOUSLY FAST RED BULL PRO NATIONALS RACE ACTION...

Words by Jeff Perrett Photos by Ian Roxburgh

The racing at Canada Heights for the latest round of the Red Bull Pro Nationals is always going to be nothing but flat-out with the mixed MX1 and MX2 classes proving that horsepower is often forgotten when the best racers the UK has to offer get together for a ruck! With no GP date clash Red Bull KTM UK send out a full squad with Stephen Sword and Jake Nicholls joining series regulars Alex Snow and Graeme Irwin as well as Buildbase CCM's Tom Church and Ray Rowson also grabbing the opportunity to earn some extra dough.

With the wind picking up it's the riders that kick up a storm as they go at it for two flat-out 25-minute motos. TC grabs the holeshot in the opening Pro 1 moto but Swordy soon puts a move on him and is leading by the second corner. The two sparring partners go at it all race but Church just can't quite get close enough to try a move and Swordy eventually breaks him by the flag to take his first ever Red Bull Pro National win. Back in third Matiss Karro works hard to keep a gap between himself and Noble and prove that the 250Fs can cut the mustard with two of them in the top three.

The Proppa.com Van Slam is a belter! Nunn grabs the holeshot and is tagged by Noble all the way in the mad two-lap sprint. That's right until they go up the steps towards the finish before which Nunny has to protect the inside on the corner and Noble goes wide to sling-shot his way up the inside going into the final corner – he has the line and the drive and there's no time for Carl to respond.

The final moto of the day is brutal with the track now as rough as a badger's bumhole. Nicholls and Sword are 1-2 into the first corner once again proving that those 250cc Red Bull KTM UK machines have got plenty of gee-gees. Relentless Suzuki's Scott Columb hits the deck dragging CAS Honda's Bryan MacKenzie down with him, Nicholls then throws out some blazing laps early on with Swordy in tow but a few laps in and Sword goes down hard in the woods and his day is done.

Noble closes in on Jake but then he goes for a rodeo ride after hitting a huge hole after the drop off and his hands come off the bars. He tries riding it out but eventually bins it 20 yards down the track. That leaves Nunny with some open track and he utilises it to close in on Nicholls and eventually use the power of the 450 to pass him up the steps. Karro again battles his way to third ahead of Proppa.com/STR Honda's Jordan Rose, Church and Noble who crashes again. Samsung Yamaha's Wayne Smith comes home seventh to keep a grip on the MX2 series leader red plate while Nunny makes it three for three overalls in MX1.



Carl Nunn tops the podium flanked by TC and James Noble

## SERIES STANDINGS

### MX1 >>

1	Carl Nunn	MVR-D Suzuki	225 points
2	Scott Columb	Relentless Suzuki	214
3	James Noble	STR Honda	210
4	Alex Snow	Red Bull KTM UK	188
5	Danny Smyth	Wiseco Honda	159

### MX2 >>

1	Wayne Smith	Samsung Yamaha	222 points
2	Graeme Irwin	Red Bull KTM UK	204
3	Neville Bradshaw	DB Racing Honda	183
4	Matiss Karro	MVR-D Suzuki	168
5	Alan Keet	Pro Seal KTM	158



Jake Nicholls beats off James Noble in the second Pro 1 moto



Nunny holds the MX1 series lead



The Pro 1 class get off the line





*With six rounds down  
Bartosz Oblucki holds  
third in the E2 division*



*Johnny Aubert tops both  
days in Mexico to maintain  
his unbeaten run*





# MEXICAN RAVE!

ALL'S GOOD IN MEXICO AS THE WORLD ENDURO CHAMPIONSHIP'S ONE AND ONLY NON-EUROPEAN EVENT PROVES TO BE A WORTHY ADDITION TO THE EIGHT-ROUND SERIES

Words and photos by Jonty Edmunds

**W**ith the economic downturn and then the swine flu outbreak serving as a negative double-whammy which threatened the running of the Valle de Bravo GP of Mexico, the off/on/might be off again event finally proves to be a great success.

With no-one quite sure what to expect – and with more than a few questioning why the WEC needs to travel to Mexico – a first class event and some of the closest racing this season convinces everyone that the series is all the better for visiting Central America.

For the first time ever during his short but successful enduro career Antoine Meo does what he's been threatening to do for several months and tops the Enduro 1 class. Managing to finish ahead of E1 championship leader Mika Ahola on both days, the Frenchman hands Husqvarna their first TE250-powered WEC win – and boy is he pleased.

"I was close to beating Mika in Finland and I should have won there," explains Antoine. "I can't believe I won here in Mexico because I was sick for three days before the race. It's amazing and thanks to the support of my team."

With Ahola enduring a miserable opening day during which his bike fails to start, he falls on more than one test and experiences rear brake problems, Meo keeps himself out of trouble and finally claims a WEC win. On day two it's again a two-rider showdown as Meo starts well before finally feeling the effects of his pre-race sickness.

"I gave everything I had but I had no energy," admits the former motocross GP racer. Ahola gives his all during the second half of the day but despite topping numerous tests it's not quite enough and Meo wins again by the narrowest of margins.

Two riders impress in the Enduro 2 class but for very different reasons. KTM star Johnny Aubert continues his winning ways and storms to yet another E2 class double win. As for BMW's Juha Salminen, the Mexican event sees the Finn and his team turn an important corner in terms of their competitiveness as changes to his bike result in improved confidence and speed.

Leading at the end of the opening lap – a first for '09 – Juha makes one costly error when he falls on the motocross test which results in Aubert claiming a sizeable winning margin. But compared to previous GPs Salminen's performances are impressive.

Day two doesn't go quite as well for the seven-time world champion but Salminen ends the event more than pleased to have improved his competitiveness. "I can't be disappointed with my results," says the BMW rider. "I've been more competitive than ever. If we can improve things a little more then things can be good at the last two events of the year."

But for Aubert things certainly are good. Claiming his 11th and 12th consecutive E2 class wins, the Frenchman remains undefeated so far this season and knows that he can now win the E2 world title at the next round of the series in Greece. "It's been another great weekend for me and a

great event," grins Johnny.

In Enduro 3 yet another Frenchman tops the podium – on day one at least. Husqvarna's Seb Guillaume returns to his best form after knocking himself silly at the GP of Finland and excels on the grassy motocross test. Finishing ahead of E3 championship leader Ivan Cervantes, Seb is joined by another Frenchman on the podium as Christophe Nambotin claims third. "I knew that the motocross test would be good for me when I walked it before the event," comments Guillaume at the end of the day.

Unable to repeat his day one performance, Guillaume drops to third on day two, just managing to finish on the podium after a day-long battle with defending class champion Samuli Aro. Nambotin moves up one place to claim the runner-up position having set the pace early in the day but it's Cervantes who claims victory and edges ahead in the E3 standings as a result.

"I needed to win today," admits Ivan. "I'm 20 points clear in the championship now and looking forward to the race in Greece. My goal is to win both days there and then do my best in France."

The Enduro Junior class is all about one rider – Oriol Mena. Winning both days the Husaberg rider does exactly what he needed to do and claims the '09 Enduro Junior title as a result. "It's been an amazing year for me," enthuses Mena, "to win my first world championship is amazing. But now the hard work starts. I'll move into E2 for the rest of the season but I'm looking forward to the challenge."

## SERIES STANDINGS

### ENDURO 1 >>

1	Mika Ahola	Honda	291 points
2	Antoine Meo	Husqvarna	258
3	Simone Albergoni	KTM	239
4	Thomas Oldrati	KTM	207
5	Eero Remes	KTM	183
20	Greg Evans	KTM	53

### ENDURO 2 >>

1	Johnny Aubert	KTM	300 points
2	Juha Salminen	BMW	225
3	Bartosz Oblucki	Husqvarna	219
4	Joakim Ljunggren	Husaberg	206
5	Rodrig Thain	TM	180
17	Si Wakely	Husqvarna	44

### ENDURO 3 >>

1	Ivan Cervantes	KTM	274 points
2	Christophe Nambotin	Gas Gas	252
3	Seb Guillaume	Husqvarna	241
4	Samuli Aro	KTM	238
5	Marcus Kehr	KTM	169

### ENDURO JUNIOR >>

1	Oriol Mena	Husaberg	294 points
2	Jeremy Joly	Honda	216
3	Victor Guerrero	Yamaha	168
4	Benoit Fortunato	Yamaha	165
5	Mirko Gritti	Beta	152
11	Philip McLaughlin	TM	83



Spaniard Ivan Cervantes is looking good for the E3 crown





*Jake Nicholls nips off  
his Red Bull KTM UK  
team-mate Stephen Sword  
to take the holeshot*



*With just two rounds to go  
Brad Anderson's sitting  
pretty in MX1*

*Neville Bradshaw holds  
down third in MX2...*







# BOILING POINT!

WITH TWO ROUNDS THIS MONTH – ONE AT LYNG IN NORFOLK AND T'OTHER AT FOXHILL IN WILTSHIRE – THE MAXXIS BRITISH MOTOCROSS CHAMPIONSHIPS HAS BEEN HEATING UP NICELY...

Words and photos by Suttu

**A**lthough quite different in layout and track surface, Lyng and Foxhill are both circuits where Red Bull KTM UK's Stephen Sword really excels and the MX2 Maxxis red plate holder attacks both rounds with a real sense of vigour. A double win at Lyng and a dominant first ride at Foxhill sets the 29-year-old up for five moto wins on the trot (remember he also won the second moto at Hawkstone!) but while leading Foxhill's final fling a wayward rock rips the rear sprocket of his KTM in half and ends the Scotsman's race early.

While Swordy stomps back to the pits it's his team-mate Jake Nicholls who takes over at the front and after finishing second in every other championship moto this month finally takes the chequered flag first. And with that maiden moto victory comes Jake's first ever British championship overall win too – a moment he's been waiting for all his life.

The pair's dominance of the fifth and sixth rounds sees them now running first and second in the standings with Sword out front on 252 points – 44 clear of Jake. The battle for the runner-up spot's not done and dusted though as DB Racing's Neville Bradshaw is still hanging on in there in third just five points adrift of The Reverend.

With four motos left to run in the 2009 battle there are still six riders mathematically in with a chance of taking the title although realistically it's gonna take a major mishap for the #1 plate to end up anywhere other

than on Swordy's machine.

Similarly, the MX1 championship looks like a done deal as the surprise package of Brit MX in 2009 – Brad Anderson – takes two steps closer to realising his dream of becoming British champion by scoring overall wins in both Lyng and Foxhill. Brad's biggest threat to his domestic bliss comes from overseas and in particular one Johnny Foreigner who goes by the name of Gareth Swanepoel.

Swanie's settled into life as a factory fo-fiddy racer far better than anyone could have ever predicted and the South African Kawasaki Racing Teamster continues to impress Maxxis crowds with opening moto wins in both Norfolk and Wiltshire. Pulling through to second in the points standings, Gareth now sits 49 points behind Ando and he'll be going all out to ensure Brad doesn't land the title in Duns later this month.

The second moto at Foxhill sees some of the best racing of the season so far as Bry Mac, Ando, Swanie, Tom Church and Carl Nunn all either lead or challenge for it at one point or another. But after bidding his time early on it's two-time British MX2 champion Nunn who finally powers through to take the win as predicted pre-moto by DBR's Tech Ed Godfrey Walker.

Nunn's good form not only sees him take his second moto win of the year but also leapfrog past STR Honda's James Noble – who has an off day at Foxhill due to a leg injury – and into third in the series standings.

## SERIES STANDINGS

### MX1 >>>

1	Brad Anderson	PAR Homes Honda	264
2	Gareth Swanepoel	KRT Kawasaki	215
3	Carl Nunn	MVR-D Suzuki	203
4	James Noble	STR Honda	201
5	Tom Church	Buildbase CCM	160
6	Scott Columb	Relentless Suzuki	143
7	Jason Dougan	Phoenix Tools CCM	138
8	Billy MacKenzie	CAS Honda	127
9	Bryan MacKenzie	CAS Honda	105
10	Alex Snow	Red Bull KTM UK	97

### MX2 >>>

1	Stephen Sword	Red Bull KTM UK	252
2	Jake Nicholls	Red Bull KTM UK	208
3	Neville Bradshaw	DB Racing Honda	203
4	Martin Barr	Relentless Suzuki	173
5	Mattis Karro	MVR-D Suzuki	159
6	Scott Elderfield	PAR Homes Honda	156
7	Wayne Smith	Samsung Yamaha	144
8	Graeme Irwin	Red Bull KTM UK	137
9	Pascal Leuret	MAR Honda	135
10	Shane Carless	Moto-One KTM	126

...while Nunny holds third in MX1





**Ken De Dycker  
takes third  
in Sweden**



**Uddevalla sees Ken  
Roczen's maiden GP  
moto win**



**TC picks up points**



**UTAG Yamaha's Mel Pocock  
scores both times out in Sweden**



**With series leader Marv Musquin  
sidelined Gautier Paulin pulls  
back 36 points in MX2**





Reigning MX1 champ David Philippaert's title is slipping away....

Tanel Leok chases Gareth Swanepoel past the pitlane



Max Nagl closes down MX1 series leader Tony Cairoli with the overall in Sweden

# MAX ATTACK!

NAGL CONTINUES TO PILE PRESSURE ON MX1 POINTS LEADER TONY CAIROLI WHILE ONGOING LEGAL BATTLES ENSURE THAT MX2 MAESTRO MARVIN MUSQUIN'S MIA IN UDDEVALLA WHICH LETS THE BRAT PACK CLOSE IN...

Photos by Sarah Gutierrez

**L**oads of sunshine, a well-prepped old-school circuit and a massive crowd enjoying a full-on party atmosphere makes the 2009 Swedish GP one of the best held at Uddevalla in recent years. With no rain to dampen Scandinavian spirits – or turn the track into a one line mess – everything's set for a weekend's worth of top-notch race action.

In MX1 it's Red Bull KTM's Max Nagl who heads into Uddevalla as the man on form and although he sits a massive 57 points behind series leader Tony Cairoli knows that anything can happen in the remaining 10 motos where a massive 250 points are up for grabs. And after holeshotting the day's opening gambit then leading every lap the German star ensures he takes the first 25 while Cairoli only struggles to fourth – and 18 points – after gating badly.

But the Sicilian doesn't make the same mistake twice and by turning underneath the pack in turn one of the second race is able to grab the early lead. Nagl's right with him though

and the pair circulate within a couple of seconds of each other for the entire 40 minutes but without a pass being made.

With a 1-2 scorecard Nagl takes the overall ahead of Cairoli and his 4-1 while Belgian beanpole Ken De Dycker takes the lowest step – but still towers head and shoulders above the rest – on the podium with a 2-4.

CAS Honda's Bryan MacKenzie is best of the Brits after figuring out how to get the factory Honda off the start line. Hanging tough for the duration of both motos after starting inside the top five both times, Bry Mac's 10-14 finishes give him a very impressive 10th overall! And the rest of the battling Brit pack isn't too far behind either with CCM Racing's Jason Dougan and Tom Church both scoring twice to finish 11th and 16th overall.

In the premier class points chase Cairoli now leads Nagl by 53 while reigning champ David Philippaerts, Clement Desalle, Josh Coppins and De Dycker battle it out for bronze...

Sitting on a massive 49-point lead in the MX2 series and ordered to pay a 150,000 Euro fine every time he races a GP on anything but a Honda, it's little surprise that Marvin Musquin decides to sit on the sidelines in Sweden especially after KTM craftily put the #25 factory weapons through technical control as soon as the gates open for official business on Friday.

Still, missing the 11th round of the series is certainly no disaster for Musquin as he sees his closest championship challenger Gautier Paulin only score 36 points on the day (out of a possible 50) as rookie Ken Roczen and Rui Goncalves trade moto wins with the Portugeezer taking the overall with his 2-1 scorecard.

Goncalves takes the holeshot in race one and leads for seven of the 20 laps until the 15-year-old German powers past on his Teka Suzuki to his maiden world championship moto victory beating all the pre-season favourites bar Shaun Simpson who's still sidelined by injury. Meanwhile, Goncalves comes home second >>





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Clement Desalle  
leads Tony Cairoli



Jake Nicholls is best of the  
Brits in Sweden with eighth  
overall in MX2

ahead of Steven Frossard, Manuel Monni, Joel Roelants, Davide Guarneri and Paulin.

Rui yanks an even bigger holey in race two and has around a 10 metre lead as the pack tanks into turn two with Roczen mired midpack at best. While Goncalves has a relatively easy race of it out front Ken has to battle hard from 15th at the end of lap one to seventh at the flag. Paulin has a much better ride in race two to finish second while Guarneri, Roelants, Monni and Evgeny Bobryshev round out the top six.

The GP podium is filled by Goncalves, Roczen and Paulin (in that order) while it's

Red Bull KTM UK's Jake Nicholls who's best of the Brits in eighth overall courtesy of his hard fought for 9-10 finishes. Swordy's a non-starter but UTAG Yamaha's Mel Pocock adds to his tally with a 15-17 scorecard while Nicholls' team-mate Graeme Irwin just misses scoring despite battling hard all day.

The series now heads to the beach-like sands of Lommel, the hardpack of Loket and the deliciously dark deep sand of Lierop in Holland – we'll update you on those races next month where more likely than not both champions will be crowned before the finale in Brazil!

## SERIES STANDINGS

### MX1 >>

1	Tony Cairoli	Yamaha Red Bull De Carli	428 points
2	Max Nagl	Red Bull KTM	375
3	David Philippaerts	Yamaha Monster Energy	363
4	Clement Desalle	LS Motors Honda	345
5	Josh Coppins	Yamaha Monster Energy	343
6	Ken De Dycker	Teka Suzuki	338
7	Tanel Leok	Yamaha Red Bull De Carli	299
8	Jon Barragan	Silver Action KTM	215
9	Gareth Swanepoel	Kawasaki Racing Team	175
10	Aigar Leok	TM Racing	167
14	Billy MacKenzie	CAS Honda	103
16	Tom Church	Buildbase CCM Racing	89
21	Jason Dougan	Phoenix Tools CCM Racing	68
26	James Noble	MVR-D Suzuki	26
27	Bryan MacKenzie	CAS Honda	33
30	Brad Anderson	PAR Honda	24
31	Carl Nunn	MVR-D Suzuki	18
46	Jordan Rose	STR Honda	3

### MX2 >>

1	Marvin Musquin	Red Bull KTM	371
2	Gautier Paulin	Bud Racing Kawasaki	358
3	Rui Goncalves	Red Bull KTM	348
4	Davide Guarneri	Yamaha Ricci Racing	331
5	Steven Frossard	CLS Kawasaki	284
6	Ken Roczen	Teka Suzuki	239
7	Nicolas Aubin	Yamaha Ricci Racing	203
8	Manuel Monni	3C Racing Yamaha	199
9	Xavier Boog	Teka Suzuki	197
10	Joel Roelants	KTM Junior Team	180
18	Zach Osborne	UTAG Yamaha	100
19	Jake Nicholls	Red Bull KTM UK	99
20	Shaun Simpson	Red Bull KTM	97
22	Stephen Sword	Red Bull KTM UK	87
23	Matiss Karro	MVR-D Suzuki	75
34	Mel Pocock	UTAG Yamaha	21
45	Neville Bradshaw	DB Racing Honda	2



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# RACE



## CUSSESCLASH!

EYC AND BYMX STAGE BACK-TO-BACK ROUNDS IN WILTSHIRE

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SCHOOLIE TOP TRIO GET THEIR OWN REALITY SHOW

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# CUSSESCLASH!

EYC AND BYMX SERIES STAGE BACK-TO-BACK ROUNDS IN WILTSHIRE

**H**aving back-to-back youth nationals at Cusses Gorse recently gave Rage the perfect opportunity to compare notes in a BYMX verses Red Bull Elite Youth Cup shoot-out.

On presentation and organisation the EYC gang is always going to look super-slick considering the Red Bull heritage they impressively throw at the job in hand. However, with Hucklebridge promotions in charge of the ACU gig I got the distinct feeling this was another great step in the right direction for the BYMX crowd. Could it be Emma and Mark Hucklebridge at the helm hosting more BYMX rounds in the future? Well they made a really good job of this first effort so let's hope so, eh...

Conrad Mewse ruled the roost yet again in the 65s with a superb nine out of 10 race-winning blasts over the two rounds of evenly matched competition. Conrad has been magnificent all season but Sid Evans displayed a few nifty moves of his own to nick the missing race win in EYC action. Sidddy Boy is in cracking form right now and in all fairness he should have taken at least one race win at the BYMX event too. Over the two-event marathon Henry Williams, David Keet, Connor Hughes and Jake Deacon also caught the eye with a few tricky moves of their own.

Ben Watson returned a similar nine out of 10 win ratio with only a broken chain in a BYMX race robbing him of the perfect score aboard his SW85. Over the past three years Ben has always been truly outstanding but maybe it's time now to elevate him to the budding genius level? The stellar performances he delivered in Wiltshire just about took your breath away at times and proved yet again there's only one person racing on planet Watson!

Behind Ben the guys were furiously busy shuffling and reshuffling the pack in the usual frenzy of action. In the Elite event an inspired Tom Neal performance took silver while the bronze went to Robert Davidson. Over in BYMX land there was a change of personnel and style as Matty Callaghan held his ground brilliantly with a gritty fighting effort that resulted in a more than well deserved runner-up spot, just four points behind Ben at the final count.

The highlight of the weekend in many ways, however, was the Corie Southwood Sunday blitz. Corie went 2-1-2 to get the Welsh flag flying again as he rocketed into third place overall.

The BYMX BW85cc series has been awesome all year with two-stroke hero Ryan Houghton battling supremely well to keep the multitude of fast-starting 150F Hondas at bay. Only the BYMX series has had all of the top guns firing and it's been the best youth watch without question. Although Ryan didn't have Matthew Fleming (non-starter) or Luke Norris (retired during race one with an ankle injury) to battle his way

past, he did have a fired up (but still not 100 per cent fully fit) Jamie McCanney on his case.

Jamie had already won the Elite event two weeks earlier in his return to EYC action and he claimed another race win together with third place overall this time around. Rider of the month for Jamie McCanney? I'm not going to argue!

Ryan was fully aware his number one priority was to protect his BYMX championship lead and he duly finished in second place overall with a really professional 5-3-3-2-2 card. The last race should have been a win for Ryan as he lead from the start just for once but he slipped off in the closing stages. Nonetheless, job well done kid!

Over the two-event distance Nathan Watson claimed six cracking race wins, with four of them nailed superbly in head-to-head action against Ryan as Nathan won out on BYMX day. Nathan has now reduced his gap on Ryan to 85 points and moved into second place in the BYMX table. He's also carded his 11th race win of the series so far with Ryan on eight.

Casting a wider view over the two events, Sunny Thompson never fails to impress at some point. Likewise, Jake Millward with his super-consistency always seems to end up on the podium. Timely reminders also from Ben Howell, Jordan Godwin, Liam Garland and James Harrison as they all caught the eye with ripping performances that bode well for next year...

The jury is still out as to the overall fairness of Rookie mixed-capacity racing but there was no doubting the quality as both events produced blisteringly close-fought race action. Maybe the predominantly single file circuit at Cusses Gorse had a lot to do with that as Messrs Waterman, Hawkins, Shipton, Walkley, McCanney Rowland and Taylor all served up a real treat.

Rising Rookies Connor Walkley and Luke Hawkins on the 250Fs up against the 250cc two-strokes in the hands of series leader Turbo Taylor and Jake Shipton provided most of the talking points as they constantly crossed swords at the EYC event. At the end of the day Connor should have won it! But Jake Shipton did! And Luke Hawkins with three race wins found himself at the top of the points table as Turbo apparently retired from the meeting and the series! Could the BYMX tear-up match all of that?

You bet your life it did! A titanic show with race after race of jousting and sparing that resulted in three race wins for Josh Waterman and one each for Jack Rowland and Luke Hawkins. The pick of the bunch for me being Jack's narrow victory as he defied all of Danny McCanney's best efforts to get on terms in race two. When it was all totalled up it was yet another overall win for Josh with Connor in second and Luke Hawkins third.



**Turbo Taylor takes a speedway-style holeshot**



**Big Wheels battler James Harrison**



**Ben Watson is the SW85cc main man at the moment**





**Jake Millward yanks an EYC holeshot**



**Luke Hawkins tears it up at both EYC and BYMX rounds**



**Jake Shipton's top Rookie at Cusses Gorse**



**Ryan Houghton**



**Connor Walkley**

# DREAM ACADEMY!

**WE CATCH UP WITH ROY BARTON FOR THE INSIDE LINE ON THE ACU'S SCHOOL FOR SUPERSTARS...**

**W**ith the ACU MX Academy boys – Ben Watson, Ryan Houghton, Connor Walkley and Josh Waterman – hitting the headlines both here and in Europe with a string of brilliant results this season, Rage decided to pop a few questions into ACU HQ.

First though, let's rewind back to March of this year as the academy season got off to the worst possible start with serious injuries to Dan Thornhill and Bradley Pocock reducing the strength of the team by one third. After recovering from his shoulder injury Dan decided to upgrade to riding a 125cc Suzuki and recently returned to BSMA action with a solid sixth place overall finish at Landrake. He has, however, resigned his position within the academy.

Bradley suffered a more serious leg injury but he will be back as an academy member firing on all cylinders in the near future. That situation in itself leaves a question or two to be answered so we caught up with the ACU's Roy Barton...

**RAGE:** Coming into the closing stages of the BYMX season will the academy be looking to recruit any new members for next season? Also, do you have a fixed number of squad places available for each year?

**RB:** "Now that we are over mid-way through the season Mark Hucklebridge will be on the look-out for new talent to keep the academy up to strength which we believe is working well at six riders. The intention will be to bring riders in at the Small Wheel level and work with the same riders as long as possible through their career until the point when they hopefully move on to a big team and they will be coached internally."

**RAGE:** Can you state the criteria that you look for when inducting new riders into the academy?

**RB:** "It's not just the obvious ability of a rider that will secure him a place, we look at the whole picture with each individual. We have to remember that no matter what we do it is a rider's parents that will mentor them for the main part and we have to have a good understanding with the whole team. The academy this year has been like one big family which makes a good conducive atmosphere for a competitor to find themselves in."

"The aim of the academy is to produce riders that not only have the ability to win races but know how to conduct themselves around

professional people, especially with regard to working with employers, team bosses and certainly with the media. All of this should make them an attractive proposition for any big team to see as an asset when they are recruiting riders in the future."

**RAGE:** With the majority of previous and present academy members coming from middle to southern England and South Wales, does geography play any part in the decision making?

**RB:** "We don't take geography into account during this process and will be looking at riders from the whole of England and Wales who hold an ACU licence with regard to recruitment for the future. We wouldn't be recruiting riders from either Scotland or Northern Ireland – certainly Northern Ireland is a separate federation and the Scottish ACU manage their own resources."

**RAGE:** Can you divulge any possible future plans for the expansion of academy activities next year?

**RB:** "We will shortly be announcing some big new plans for 2010 once we have been able to finalise all of the details, it's a project that Mark and I are passionate about and we will be putting all of our weight behind it. I'd love to say more but watch this space."

So there we have it! Exciting new plans to be announced shortly and the academy line-up for 2010 should be Bradley Pocock, Connor Walkley and Ryan Houghton in the Open class, Ben Watson in the Big Wheels plus one or possibly two brand new recruits.

There is also a chance that Josh Waterman may well stay in the academy for one more year and that situation is being discussed as an extension of the tutoring process. The debate to who the new recruit (or recruits) will be has already started with Conrad Mewse topping the Rage hot-to-trot talent list. And having sounded out the Mewse camp recently I can confirm they would be more than delighted to be invited into what is fast becoming a very exclusive club.

What are your opinions on the academy set-up? Who should the new member or members be? Is the new system of fixed places rather than the previous invitation system fair or the right one? Let's have your shout on this one – email me at [mikegurney55@yahoo.co.uk](mailto:mikegurney55@yahoo.co.uk)



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Rising star Tom Neal

SPOTLIGHT ON...

# TOM NEAL

DOB: 31-10-96 HOMETOWN: PICKERING, YORKSHIRE RIDE: MOTO SHACK KTM

Tom Neal first caught the eye during the '07 season with a collection of ever-improving races in the BYMX and Elite Junior 65cc series. By the end of the year he'd improved to such an extent he was right up there in a select little group (Eccles, Southwood and Callaghan) second only to Ben Watson in their age group.

At the final round of that '07 BYMX campaign Tom underlined his improvement as he almost snatched a powerhouse race win. A hard fought Small Wheel campaign last term set Tom up for a major pop at silverware this year.

Right now Tom is sitting in fourth place in the BYMX standings and second in the Elite. At the last round of the BYMX held at Cusces Gorse we caught up with Tom...

**RAGE:** Do you think you are improving with each season?

**TN:** "Yes, I think I am and closing the gap on Ben just a little bit each year and also learning how to ride without pressure."

**RAGE:** Do you think you are at a disadvantage up against the 150F?

**TN:** "Yes, it seems so sometimes. Maybe it would be better if we raced in separate stock and modified classes."

**RAGE:** Sand or hardpack, does it matter? Do you have a favourite?

**TN:** "I prefer sand to race in but I think I get better results on some hardpack circuits. I like it here at Cusces Gorse, also Whitby and Dunkirk."

**RAGE:** How do you keep fit for racing between meetings?

**TN:** "I like to go push-biking and playing all sports at school like football and I'm a schools sprint champion. In the winter we do a bit of gym work and we train with Justin Morris throughout the year."

**RAGE:** Apart from your family does anyone else help with the racing prep?

**TN:** "Yes, I would like to say thanks to Chris Mills [CM Racing] and Jim Scafton [Moto Shack] for all the brilliant help they give."

**RAGE:** Final question – would you like to be one of the new academy recruits?

**TN:** "Yeah, that would be brilliant."



Conrad Mewse gets his own reality show

## THREEKINGS!

TOP TRIO GET THEIR OWN SERIES...

The kids of today, eh? They're so in touch with technology – surfing the net, downloading music and almost grinding their thumbs down to stumps with constant speed texting! To say they're switched on is not only an understatement but also a wonderful turn of phrase.

With all those subtle distractions you have to wonder just how many hours in a day a young motocross racer actually thinks about motocross. Well now we may get some insight into that...

The MC Federation and Red Bull have just started a project affectionately termed 'The Dirt Rats' – kind of like the Rugrats, only better! The whole ethos of the MCF and Red Bull is to try and bring more kids and families into the sport and with their already popular Fox Boot Camp – a collaboration with Fox where riders are singled out for a full set of race kit and a shot at being a Fox athlete for 2010 – the Dirt Rats concept is just another step forward in achieving their goals.

The concept is simple. MTB and now MX film guru Alex Rankin will follow three riders in the remaining rounds of the Red Bull Elite Youth Cup making documentary style clips as Jeff Perrett asks the questions to get an insight on their personalities and what makes them tick. The chosen 'three kings' are 65cc rider Conrad Mewse, BW85cc pilot Jake Millward and Ty Kellett in the Rookies class. Filming started at round four of the championship at Cusces Gorse and the first instalment can be seen on [www.eliteyouthcup.co.uk](http://www.eliteyouthcup.co.uk) with the remaining rounds to follow.

"It's odd watching yourself on film, it's like it's you but it's not," reckons Jake. "Your voice sounds different and you think 'do I actually sound like that?' but apart from that it's awesome. I couldn't believe it when Alex and Jeff came over and asked me if I'd be okay with doing it. It was such a surprise, it makes you feel good and gives you something extra to shoot for."

Ty – who's interested in film-making – is stoked to be part of the project. "It's sweet, I can also learn stuff from Alex as he films. What I like about it is it's real. There's no make-up, no rehearsal and that's what motocross is, there's nowhere to hide. I find being in that situation really motivational. After I watched the video for the first time I went straight down the gym afterwards, it makes me feel like I'm worth something."

## GOT A STORY FOR RAGE?

Then contact our Youth Editor Mike Gurney at [mikegurney55@yahoo.co.uk](mailto:mikegurney55@yahoo.co.uk)



# MAC ON TRACK!

HIS INJURY'S HEALING UP NICELY AND BILLY'S LOOKING FORWARD TO GETTING BACK IN THE SADDLE – AND BACK TO THE FRONT...

Words by Billy MacKenzie Photo by Suttu

Things are almost back on track with my thumb and each day brings me closer to getting back on the bike. I've still been training hard and the thought of racing now gives me motivation to run and cycle harder each day so I can come back and be back up there.

My days recently have just been plain and boring. The only thoughts running through my head are ones of how I can come back stronger, where I can improve and what needs to be done to give me that extra desire over my competitors as I'll have the slight advantage of being fresh for the last few races when hopefully the others are getting a bit tired.

This won't be as easy as it sounds though, it's kinda wishful thinking that I'm just gonna roll up fresh into Lierop! The time that I've had off the bike is gonna play a big factor, especially in at the deep end with some of the sand specialists and riders who live and train in Belgium. So that extra hard work and hours on the bike are gonna be ever so important but I also have to be careful not to do too much.

Kirk and I have got a good programme though and I trust in my training to see me right. Princey has already organised to come riding with me when I jump back on the bike and I'm currently in the process of moving back down to my house in Southampton so I can ride with Doogz more as the tracks and people to ride with in Derby are in a little short supply. Plus I'd rather pay a mortgage than pay rent!

I'm pretty excited about having my own place again. There were a few options on what I could do but I feel at 25 I've now officially flown the nest from my parents. Southampton is where I used to live while riding for Steve Dixon so I know the area and the tracks real well, plus I still have some good friends round the area. It's closer to the Channel Tunnel and not far from the London airports. The main reason however is to put the hours in on the bike and with Princey and Doogz not far away it'll be far more enjoyable and productive doing it with them rather than by myself.

I spent a week at home after my op, just to catch up with people and take some down time. I tried sneaking into T in the Park but it wasn't happening this year! I've managed to do it two years but this year I left it a bit late. Me and BC scoped the joint for over two hours with no luck, a total waste of time really. We managed to get through one fence and the excitement started a little – we could hear Kings of Leon just starting – but as we pitched a wooden crate up against the 15 foot steel wall of the park and peeked over the top we were spotted by about eight security all waiting on the other side. Turns out this spot was the only place that people were getting in and because we were too late it was fully guarded so game over!

Still, all I woulda been doing that night was sat on the computer. So I look on the positive

side of things – we snuck in the car park in my trusty blue pick-up truck, avoided a 25 quid fine and seen loads of neds in their true form 'can a' lager in wan hand wi a fag in the ither, braw site!' BC was a bit disappointed but, hey, that's the way it goes. I was tired anyway, sober and Kings of Leon had almost finished. Ah well, maybe next year...

It's been a tough year this year and it's about to get tougher in a way. All year I've battled with injuries and stuff but now when I get back I've only got one or two races to show everyone that I've still got it. Motocross is a fickle sport and since my results haven't been great and also with the time off it's easy to forget that I'm any good! So the pressure is on to get a result in order to get a good ride next year.

Most riders' contracts end this year and there's a lot of new rides and riders changing teams. Also, with the new rules and ever more strict selection of teams and stuff I'm gonna have to pull a rabbit out the hat to stay in the hunt for a good bike and team. That's just motocross for you though and I'll try my hardest to prove any of the doubters wrong.

For me personally, I just wanna get back on the bike and get that same buzz that I enjoy about motocross because so far this year I've just been in pain most of the races. I got the buzz at Valkenswaard and for the first two practice sessions in Portugal, then it was back down to earth! Gah it makes me angry just writing about it. Get me back on my bike NOW! I'm sick of this computer, I'm sick of not winning, I'm SICK of anyone who thinks I'm over it. I wanna prove everyone wrong but most of all I just wanna LOVE riding my bike again.

Easty has been in touch about the Nations – looks like it's gonna be me, Brad and Thomas. He ain't defo picked me yet but he's been on the phone to come riding with me when I'm good to go again and get me back on track. So I'm pretty sure with some hours under my belt I'll be up for the task – after all, it's another race to try get a result.

I'd like to say thanks to everyone who has stuck by me this year too. To name a few – Kirk, Teasy, Princey, Harry, my dad and the rest of the team, Honda, Craig, Ash, Dobber, Stevie, Bry, Jase and my other close friends and family. I know it sounds like I'm dying or something but it's been a tough year and you guys' support means a lot!

There's a small possibility I'll be back at Duns or maybe even Czecho but I ain't rushing anything – I need to come back healthy and ready to go...

*BDZ11*



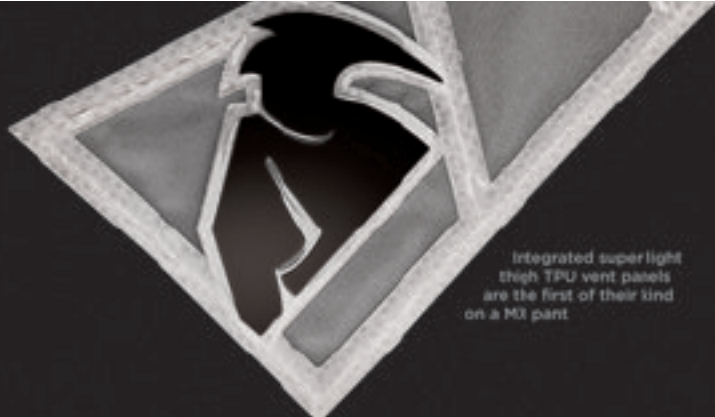













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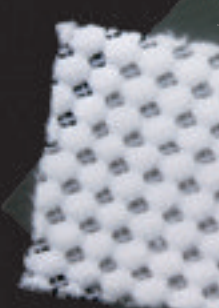
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Flux gear sets new standards for innovative materials and construction with industry firsts like integrated TPU vent patches that offer more flexibility and lighter weight than traditional moto components. Sure this technology takes more effort to build and costs more than run of the mill components, but when you're building products that need to meet the demands of riders like Chad and Ryan you pull out all the stops.

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perforated paneling  
for increased cooling  
while offering a level of  
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material allows maximum air-  
flow while shielding from debris





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	JAN 24TH	HOUSTON, TX	RELIANT STADIUM
	JAN 31ST	SAN FRANCISCO, CA	AT&T PARK
	FEB 7TH	ANAHEIM, CA	ANGEL STADIUM
	FEB 14TH	SAN DIEGO, CA	QUALCOMM STADIUM
	FEB 21ST	ATLANTA, GA	GEORGIA DOME
	MARCH 14TH	NEW ORLEANS, LA	SUPERDOME
	MARCH 28TH	TORONTO, ONTARIO	ROGERS CENTER
	APRIL 4TH	JACKSONVILLE, FL	JACKSONVILLE STADIUM
	APRIL 25TH	SALT LAKE CITY, UT	RICE-ECCLES STADIUM



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